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ANDHRA PRADESH LEGISLATIVE ASSEMBLY

PRINCIPAL OFFICERS

Speaker: Sri P. Ranga Reddy

Deputy Speaker: Sri Syed Rahmat Ali

Panel of Chairmen: 1. Sri Kaza Ramanadham
2. Sri Baddam Yella Reddy
3. Smt. D. Indira
4. Sri M. Yellappa

Secretary: Sri A. Shanker Reddy
B.A., LL.B.

Assistant Secretaries: 1. Sri M. Ramanadha Sastry
2. Sri P. Ranga Rao
3. Sri E. Sadasiva Reddy
4. Sri V. K. Viswanath
5. Sri S. Poornananda Sastry
6. Sri K. Satyanarayana Rao
7. Sri R. N. Sarma
ANDHRA PRADESH LEGISLATIVE ASSEMBLY
Monday, the 22nd July, 1974

The House met at Half Past Nine of the Clock
(Mr. Speaker Sri P. Ranga Reddy, in the Chair)

ORAL ANSWERS TO QUESTIONS

ARREARS DUE TO THE ANDHRA PRADESH KHADI AND VILLAGE INDUSTRIES BOARD

831-

*4007 Q: Sri N. Venkatiah (Kodangal):—Will the hon Minister for Industries be pleased to state:

(a) the number of cases in which arrears of more than Rs. 10 thousand are due to the Andhra Pradesh Khadi and village Industries Board; and the step taken to recover the arrears; and

(b) the number of Industries which are functioning now and the number of Industries which have been closed down among those from which arrears of more than Rs. 10 thousand are due the number of the Industries therein which are without addresses and the action taken in this regard?

The Minister for Public Works (Sri Ch. Venkata Rao) deputised for the Minister for Industries:— (a) There are 220 such cases. The Khadi Board addressed the Collectors concerned for effecting recovery of the amounts under R.R. Act in all the 220 cases.

(b) All the 220 units were closed down and addresses of all these units are available.

J. No. 54 (1)
They have to refer to the Collector for the recovery aspect. Necessary instructions are being given to the Collector to effect necessary recoveries immediately. It is under consideration of the Government.
Mr. Speaker:— Apart from the Assurances Committee on the Assurances in the House, you are always welcome. Wait for two or three months and then chase it. Come to the House and ask the Government 'what you have done it?'

**FILING OF A CASE BY THE ANDHRA PRADESH KHADI AND VILLAGE INDUSTRIES BOARD AGAINST THE VIJAYAWADA HAND POUNDING OF RICE WORKERS CO-OPERATIVE COTTAGE INDUSTRIAL SOCIETY.**

832—

*4331 Q.—Sri C. V. K. Rao (Kakinada):—Will the hon. Minister for Industries be pleased to state:

(a) is it not a fact that the Andhra Pradesh Khadi and Village Industries Board filed O.S. No.225/70 in the City Civil Court, Hyderabad against Vijayawada Hand Pounding of Rice Workers Co-operative Cottage Industrial Society Limited No.(45) Satyanarayananapuram, Vijayawada-3;

(b) if so, who are the Directors of the Society; and

(c) what is the result of the suit?

Sri Ch. Venkata Rao:—

(a) Yes, Sir.

(b) The directors of the Society are:

1. Shri D. Rama Rao. . . President.
2. Shri S. Venkata Bhattar. . . Secretary.
4. Shri D. Kotam Raju. . . Director.
5. Shri Y. Rama Brahmam. . . Director.
6. Shri R. Sundara Rama Raju. . . Director.
7. Shri M. Kutumba Rao. . . Director.

(c) The Suit is still pending before the Court.
22nd July, 1974.

Oral Answers to Questions.

Sri M. Nagi Reddy:—Is it a fact that the Asst-Director of Industries, Vijayawada is the *Ex-Officio* Member of the Board of Directors of the Society and the General Body if so was he present in the meetings of the Board of Directors of the General Body meeting at the time of the resignation of Dr. Rama Rao and at the time of the election of the new Board?

Sri Ch. Venkat Rao:—That information is not available. The Assistant Director, as I stated Sir...will be pleased to state.

"Danish Centre" in Pagari Rajam Sub-Taluk.

*4438 Q:—Sarvasri V. Narsimha Rao (Kothuru) and Sri. B. Harippadu (Etcherla) —Will the hon. Minister for Health and Medical be pleased to state:
(a) whether a Hospital by name 'Danish Centre' in Pagari Rajam Sub-taluk, Srikakulam district is being run by the Andhra Pradesh Government at present,

(b) if so, the number of specialists in the said Centre now;

(c) whether any of the said Doctors have undergone training in foreign countries;

(d) whether it is a fact that the medical facilities in the Hospital are in the decline after the management has been transferred from the Danish Government; and

(e) if so, the steps taken by the Government to improve the same?

The Minister for Health and Medical (Sri. K. Rajamallu) :—

(a) Yes, Sir.

(b) One.

(c) & (d) No, Sir.

(e) Does not arise.
22nd July, 1974.

Oral Answers to Questions.

Sri Ch. Parasuramanaidu (Parvathipuram):— Sir, was this hospital taken over by the Government by compulsion or was it by voluntary surrender that the hospital was given up by the Government and what are the terms and conditions under which it was taken over is it maintained in accordance with those conditions.

Sri K. Rajamallu:—There was no compulsion at all. It was handed over by the Government of Andhra Pradesh and all those activities that are in vogue at the time of transferring to this Government, all those things are being followed now.

DONATION OF EQUIPMENT TO THE CARDIOLOGY WING OF GOVERNMENT GENERAL HOSPITAL, GUNTUR

834—

*4606 Q.—Sri Peter Paul Chukka (Prathipadu) :—Will the hon. Minister for Health and Medical be pleased to state:

(a) whether it is a fact that the Guntur Heart Association has Donated equipment to the Government General Hospital for cardiology Department worth about two lakhs of rupees;

(b) if so, whether the Government sanctioned necessary personnel to utilise the equipment; and

(c) whether it is a fact that there is no other Hospital in the State having such kind of advanced Technical equipment?

Sri. K. Rajamallu.—(a) The Guntur Heart Association under the Presidentship of the collector donated equipment to the Cardiology Department of the Government General Hospital, Guntur Costing of Rs. 60,000/.
Of Answers to Questions. 22nd July, 1974.

(b) Qualified and trained Cordiologist, who can manage the equipment, has already been working.

(c) No, Sir.

ALLEGATIONS AGAINST THE TRUSTEES OF SIVA TEMPLE AT VENKANAPALEM

835—

* 4238-(V) Q.— Sri Nallapareddi Srinivasulreddi :— Will the hon. Minister for Endowments be pleased to state:

(a) whether the hon. Minister for Endowment has received a representation from the villagers of Venkanapalem in Nellore taluk of Nellore district and the Gudur MLA levelling allegations against the trustees of Siva temple at Venkanapalem in the month of March, 1974;

(b) if so, what are those allegations; and

(c) the action taken by the Government in this regard?

The Minister for Endowments (Sri Sagi Suryanarayana Raju):—

(a) Yes Sir,
Oral Answers to Questions.

(b) The following are the allegations levelled against the Trustee of Sri Siva Temple Venkanapalem, Nellore District.

1. The Trustees unauthorisedly exchanged the temple lands with the lands which are not fertile and got pattas transferred;

2. The Ravoori family of Venkanapalem donated Acs. 5 situated in Koratoor village of Nellore taluk to the temple with a direction that the lands should be disposed of after the death of the donor in public auction and the proceeds utilised for construction of a 'Galigopuram'. The Trustee sold away the said land to her own brother-in-law for Rs. 12,000/ and misappropriated the sale proceeds.

3. The Trustee is cultivating entire temple property and enjoying the same. She created a false lease deed to the effect that the temple property of 22 acres was leased out to Tekuru Subbaramayya some 25 years back for an annual maka of 4½ putties paddy and 50 rupees. This Subbaramayya is a member of the Trustee's family who has bequeathed his own property to the Trustee's son.

4. The Trustee is paying 30 tooms of paddy to Archaka every year and showing 50 tooms in the temple records. This fact was disclosed by the Archaka himself during the enquiry conducted by the Endowments Inspector.

5. The Trustee is debiting 10 tooms of paddy towards salary of Watchman and 11 tooms of paddy towards salary of Dhobi when there are no such workers in the temple establishment.

6. The temple land measuring 60 acres of wet and 100 acres of dry which were donated by Ravoori family are being enjoyed by the family members of the Hereditary Trustee as if it is their own property.

(c) The matter has been enquired into by the Assistant Commissioner. The Hereditary Trustee was placed under suspension by the Assistant Commissioner for the lapses on her part. The Hereditary Trust filed a writ petition in the High Court. The High Court stayed the order of Assistant Commissioner suspending the Hereditary Trustee.

9-50 a.m. 

* రామ్ముడు గోవింధ దివ్యస్తమితి: — అ, ఇ, ఓప్మానచే కాల లక్షణం కలుగం నందు.

* రామ్ముడు గోవింధ దివ్యస్తమితి: — అ, ఇ, ఓప్మానచే కాల లక్షణం కలుగం నందు.

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* రామ్ముడు గోవింధ దివ్యస్తమితి: — అ, ఇ, ఓప్మానచే కాల లక్షణం కలుగం నందు.
Oral Answers to Questions 22nd July, 1974.

54—2
22nd July, 1974. 

Oral Answers to Questions.

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Oral Answers to Questions. 22nd July, 1974.

Sri C. V. K. Rao:—Can the Minister beg a question. I have put a Question, but the Minister is cross-examining me.

(4) "I. S. M. (M. P.) :—There has been a change of date. The date in the question is today, but the date in the answer is tomorrow. The Minister is doing the same thing.

(5) Sri M. V. N. Rao:—The date in the question is today, but the date in the answer is tomorrow. The Minister is doing the same thing.

(6) Sri N. C. D. K. Rao:—The date in the question is today, but the date in the answer is tomorrow. The Minister is doing the same thing.

(7) Sri M. V. N. Rao:—There has been a change of date. The date in the question is today, but the date in the answer is tomorrow. The Minister is doing the same thing.

The Minister is doing the same thing.

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Oral Answers to Questions.

10-00 a.m.  

[Text content in OCR format]
Oral Answers to Questions. 22nd July, 1974.

Mr. Speaker:—Anyway it will come again. Now there are more questions. Next question.

LEASE OF THE MECHANICAL WORK SHOP IN UPPER SILERU HYDRO-ELECTRIC PROJECT

What is the good of your trying to draw water from the dry well.

Mr. Speaker:—Anyway it will come again. Now there are more questions. Next question.

LEASE OF THE MECHANICAL WORK SHOP IN UPPER SILERU HYDRO-ELECTRIC PROJECT

836—

*4240-(H) Q.—Sri Nallapareddi Srinivasulreddi:—Will the hon. Minister for Power be pleased to state:

(a) whether it is a fact that M/s Presteel Construction and Fabricators (P) Limited has taken the mechanical workshop in Upper Sileru Hydro-Electric Project for lease;

(b) if so, the reasons for giving on lease to private agency by the APSEB;

(c) the terms and conditions laid down in the agreement;

(d) the number of works entrusted to the same company for execution in Upper Sileru Project;

(e) whether all formalities like tenders etc., were observed in entrusting the works; and

(f) whether the lessees of the workshop have sent away the workers appointed by the Government and employed their own men?

The Minister for Power (Sri G. Rajaram):—

(a) The Workshop shed and the space is given licence while the machinery in workshop is given on hire as per the terms of contract.

(b & c) Tenders have been called for fabrication, supply and erection of penstock pipes for line No. 1 of Lower Sileru Project, making use of the machinery available with the Department and alternatively for execution of the work solely with the tender's machinery. 6 Firms quoted for this work. M/s. Presteels and Fabrications stipulated in their tender that the site and shed in which the machinery is housed shall be given free of hire charges but agreed to pay the hire charges for the machinery at the specified rates for the actual working hours. Their tender was accepted being technically sound and being the lowest of the six tenders received for the work. Therefore, the work shed and the space is given free of cost, while the machinery in workshop is given on hire as per the terms of contract.

(d) & (e) No work relating to Upper Sileru Project has been entrusted to this Firm. Therefore, the question of observing formalities in entrusting the works to the Firm does not arise.

(f) The Workshop was established by the Public Works Department to carry out fabrication of penstocks for Upper Sileru Project. It was practically closed from 1967 itself. The Workshop along with the machinery available was handed over to the Board in January 1972 which in turn was entrusted to the firm. The firm made its own arrangements to obtain requisite personnel. Neither the Board nor the firm have sent away any of the workers appointed by the Government.
Sri G. Raja Ram:—In the manufacturing of pin stocks, it was not possible to manufacture them by the Government because other machinery was also required in addition to what the machinery was available. It was thought that purchasing an additional machinery will not be in the interest of the Department and therefore, tenders were called and the lowest tender was accepted.

Sri G. Raja Ram:—The workshop is the property of the Electricity Board. In 1972 the Government transferred this workshop to the Electricity Board and as and when works are there tenders are called for and our machinery is being given so that it may not remain idle also. We are getting hire charges also for using them. That is the facility we are giving. As soon this work is completed we call for tenders for another work. The lowest tender man will have the same facility.
22nd July, 1974.

Oral Answers to Questions.

Sri Challa Subbarayudu:— (a) Yes Sir. The then Secretary to Government, H.H.&.M.A. Department was deputed.

(b) A copy of the report of the then Secretary to Government who enquired into the matter is placed on the Table of the House.
Oral Answers to Questions. 22nd July, 1974.

(c) The Municipality has addressed the Dist. Collector Guntur to alienate the required site for shifting the pial depot. In the meantime tenders have also been called for, to take up the construction.

(d) Yes Sir.

(e) Does not arise in view of the answer to (c).

ENQUIRY REPORT PLACED ON THE TABLE OF THE HOUSE WITH REFERENCE TO CLAUSE (b)

With reference to the letter from the Honourable Minister, I had been to Guntur and had discussion with the Municipal Commissioner perused the records and taken statements from the Vice-President Telaga, hostel and one from Sri. Purnachandra Rao, retired Selection grade Sanitary Inspector.

There is no authentic record available with the Municipality to show the year during which the Pial Depot or the public latrines near Telaga Hostel has been constructed as the connected record is stated to have been burnt in the fire accident during 1966. The entries in the town survey register show that T.S. No. 298 of ward No. 3 Block No : 4 of Arundalpet in which Telaga Hostel is constructed is assigned in the year 1931. The entries in the said register in respect of T.S. No: 825 of Ward No 3 Block No. 4 of Arundelpet show that only public latrines exist. There is no mention in the Town Survey Register about night-soil depot.

As per the foundation stone of the Telaga Hostel Sri. E. Purnachandra Rao, retired selection grade sanitary Inspector have appeared before me. They have given their statements. It is seen from the statement of Sri. K. Appa Rao Vice-President of Telaga Hostel that the night soil depot is established much latter to the construction of the Hostel. He has stated in his statement that the construction of the Hostel prior or latter to the location of the depot is not of much concern to the Hostel authorities. He has stated that the aspect of Health hazard is undisputed. He has requested for the immediate shifting of night soil depot. He has also complained about the mixing of the pig manure with night soil and getting it dried around the hostel building which is nuisance, giving bad smell. He has also stated that the steps taken by the Commissioner prohibiting the stocking of the manure has relieved of the nuisance but this is only a temporary measure.

Sri. E. Poornachandra Rao, retired Selection Grade Sanitary Inspector in his statement has stated that he was appointed as Sanitary Inspector in Guntur Municipality on 1-10-1937 and worked in Guntur Municipality upto July 1944. It is also stated by him that during the period of his service he was incharge of Arundelpet division. He has further stated that the public latrines in Pitchikalagunta were already
in existence and the Telaga Hostel was not in existence in 1957. The night soil of Arundelpet was being stored near the public latrines in question and was being transported by Buffalodrawn night soil Trapezium cart immediately. As the population of the Guntur town then was roughly 60,000 and the population of Arundelpet locality might be roughly 5,000 Collection of night soil then was hardly a cart load. He has further stated that he was again transferred to Guntur Municipality during June 1952 and worked up to July 1957. Due to increase of population by this time the night soil was conveyed by lorries from the public latrines. He has further stated that has the collection of night soil increased the pile depot was constructed in between the two public latrines during 1952-53.

From the statements of both the incumbents it is established beyond doubt that the latrines were in existence from long time prior to the construction of Telaga Hostel. This is also established from the Town Survey Records.

As regards the issue whether the Pile depot is constructed Prior or after the construction of Telaga Hostel, I am of the opinion that the pile depot is constructed after the construction of Telaga Hostel. No doubt the practice of collecting the night soil in the cart at public latrines site appears to be in vogue since a very long time even before the construction of Telaga Hostel. Though when it was actually done unauthorisedly it is difficult to determine as this collection and storage of night soil is done informally by the scavengers themselves.

The location of the night soil depot is really a source of nuisance to the Hostel mates which is also a Health hazard and therefore it is high time that it is shifted. The Municipality had appreciated this and is taking appropriate steps.

It will thus be seen that there are two points to be perused...the existence of latrines and the other using it as dumping ground for the night soil collected from the private houses of that region. It might be true that the latrines might have been in existence quite prior to the construction of the Telaga Hostel, but using it as a storage place for the night soil to come in to effect much later to the establishment of the Telaga hostel, it is only when huge quantities of night soil or store of that too, for quite some time and with the consequent omission of foul odour, this has become a question of importance. Now the Municipality is taking steps to clear the night soil from the latrines as frequently as necessary. So the categorical reply to the suggestion in the House could be that the latrines were in existence prior to the establishment of the Telaga Hostel, though the practice of collecting night soil and storing it at the latrines for transport would definitely be subsequent to the establishment of the hostel; since storage of night soil is normally
done by the scavengers themselves in an informal way and they would not be in record in the municipalities mentioning the storage spots or collection spots. As such it would appear that no wrong information was given in the House.

"As per the foundation stone of the Telaga Hostel, Sri E. Purnachandra Rao, a retired Sanitary Inspector has appeared before me." This is the first sentence of the third para.

10.10 a.m.

Mr. Speaker:— If you want I will take them together. Let us pass on, Because we cannot waste time and since other questions are.

We cannot arrive at any decision on this matter, during the question hour. You can take time. Then, naturally, you are the man who knows the entire case. You can give it to the House.
20 22nd July, 1974.

Ora1 Answers to Questions.

Now the Municipality is taking the steps to clear the night soil from the latrines as frequently as necessary. I assure the Hon'ble Member Sir, that immediate action will be taken and within a short time the pile depot will be shifted to another place Sir.
Sri Ch. Venkata Rao:—I fully agree with the sentiments expressed by the Hon'ble Member regarding the necessity of shifting the pile depot and I assure the Hon'ble Member that necessary action will be taken. As early as possible, it will be shifted.

REGULARISATION OF SERVICES OF TEACHERS
APPOINTED AFTER 14-9-65

838—

* 4137 Q.—Saivasri P. Sreerama Murthy, Ch. Parasuram Naidu and D. Venkatesam:—Will the hon. Minister for Education be pleased to state:

(a) whether it is a fact that the Government of Andhra Pradesh issued an order Ms. No. 2482/Edn. dated 14-9-1965 to regularise the services of all the teachers etc. appointed by the Director of Public Instruction after 1-11-1956 by conducting a special interview by the Public Service Commission;

(b) whether it is also a fact that the Services of the teachers etc., who were appointed by the Director of Public instruction between 1-11-1959 and 14-9-1965 have been regularised;

(c) if so, the reason for regularising the services of teachers etc., appointed upto 14-9-1965 only;
(d) whether there is any specific indication in the Government order that the candidates appointed upto 14-9-1965 alone should be considered;

(e) whether it is a fact that there are a few candidates appointed by the Director of Public Instruction after 14-9-1965 till the end of 1965 and they are denied the benefit of the above Government order for the only reason that they were appointed after 14-9-1965:

(f) if so, the reasons for this discrimination; and

(g) the steps the Government propose to take to regularise the services of the candidates appointed by the Director of Public Instruction after 14-9-1965 till the end of that year i.e. 1965 so that their seniority etc. are protected?

The Minister for Education (Sri M.V. Krishna Rao) (a), (b), (c), (d):

It is a fact that orders were issued in G.O. Ms. No. 2482, Edn. dt. 14-9-65 to the effect that the services of the teachers (trained and untrained graduates or Matriculates) appointed after 1-11-56 shall be regularised relaxing rules wherever necessary. Subsequently, it was decided interalia that the orders regarding regularisation of services be confined to the appointments made between 1-11-56 and 14-9-65 only since the original orders were issued on 14-9-65 and the Public Service Commission may be addressed to hold a special interview for the posts of School Assistants. The Commission has accordingly conducted special interview in January, 1970 for the School Assistants who were appointed between 1-11-65 and 14-9-65 and selected 135 candidates. Hence, the regularisation of services of teachers is confined to the appointments made between 1-11-56 and 14-9-65 only.

(e), (f) and (g): As per the above decision, the services of the teachers appointed after 14-9-65 could not be taken up. However, the Public Service Commission was addressed but that body has not agreed to it in view of the earlier decision of Government. Since there are only 12 candidates who could not derive the benefit of the above G.O., the Commission is being addressed to reconsider its earlier view for conducting a special interview in respect of these teachers also as a special case. After receipt of the reply, further action will be taken.
Sri Ch. Parasurama Naidu:—These 12 candidates are selected by the highest authority in the Educational field and they are also on a par with those candidates that were appointed by the D. P. I. before 14-9-1965. So, should there not be a direction that these 12 candidates also will have to be regularised as others? Will it not be in the interest of justice that direction should go from the Government.

Sri D. Venkatesham:—I request the Government to address the Service Commission whether it is not possible to reconsider the issue. How much time the Government will take to reconsider the issue and see that the final list is submitted to the people?
ORAL ANSWERS TO QUESTIONS.

SALARIES TO TEACHERS IN AIDED SCHOOLS FROM JANUARY, 1974

839—

*4198 Q.—Sri V. Srikrishna:— Will the hon. Minister for Education be pleased to state:

(a) whether the Government have released funds for the disbursement of salaries to teachers in Aided Schools from January, 1974 to the Dist. Educational Officers;

(b) if so, when;

(c) whether the Government have received any complaints either in 1973 or January 1974 that the teachers have not received their salaries; and

(d) if so, the steps taken in the matter?

Sri M.V. Krishna Rao:— (a) Yes Sir.

(b) During March, 1974.

(c) No Sir.

(d) Does not arise.

MISAPPROPRIATION OF COLLEGE FUNDS BY THE PRINCIPAL OF JUNIOR COLLEGE, PALAKONDA

840—

*4437 Q.—Sri V. Narasimha Rao:—Will the hon. Minister for Education be pleased to state:

(a) whether it is a fact that the Principal of the Junior College, Palakonda, Srikakulam district has misappropriated some thousands of rupees belonging to that college;

(b) whether the Dist. Educational Officer has recommended to the Director of Public Instruction to take action against the persons responsible therefor and the date on which he made a recommendation;

(c) the action taken thereon; and

(d) the amount misappropriated?

Sri M.V.Krishna Rao:— (a) It is reported that the former Principal of the Government Junior College, Palakonda, has misused and embezzled the College and special fee funds.

(b) Yes Sir. The District Educational Officer, Srikakulam has sent reports against the Principal in her letters dated 11-12-1973 and 21-12-1973.
(c) The Director of Public Instruction has served a charge Memo on 5-4-74 on the Principal under Rule 19(1) of the Andhra Pradesh Civil Services (Classification Control and Appeal) Rules. In his letter dated 27-4-1974 the Principal has submitted his explanation on each of the charges levelled against him. The remarks of the District Educational Officer, Srikakulam have been called for on the reply of the Principal and they are awaited.

(d) Rs. 4066-25

S. N. Q. NO. 4796 Est. Nallapareddi Srinivasulu Reddi. —Will the Hon'ble Chief Minister be pleased to State :—(a) Whether it is a fact that public auction was conducted on 6-7-74 for fishing rights in Kanigiri reservoir of Nellore District without publishing in local newspapers.

(b) Whether it is a fact that the bid was struck down for a normal amount

(c) Whether it is also a fact that the amount for which the bid has been struck down this year is for less than the amounts for which the bids were struck down in the previous years and;

(d) If so, why reaction was not conducted this year with due publicity to fetch huge amounts as before?

Sri. M. V. Krishna Rao (Deputised for the Chief Minister) :—

(a) No Sir, public auction was conducted on 6-7-1974. only after giving wide publicity by advertising in Indian Express, Andhra Patrika, Andhra Jyoti and Nellore district Gazette.

(b), (c) and (d):—The highest offer in the auction on 6-7-1974 was Rs. 37,700 As this amount was lower than the previous auction
amount of Rs. 53,000 for fasti 1383 reaction was conducted on 15-7-1974, after issue of notices and announcing the reauction by beat of tom-tom in the villages. The highest bid offered is Rs. 91,000 which is higher than the previous year.

**Suspension of Licences of Medical Halls**

840—B—

S.N.Q. No. 4796-A.—Sri Sultan Salahuddin Owaisi (Yakutpura):—
Will the hon. Minister for Health & Medical be pleased to state:—

(a) whether the licence of Surya Medical Hall, Vidyanagar was suspended for 90 days and the reasons therefor;

(b) what number of spurious, time-barred or Government Hospital marked medicines were found during the surprise raid from the said medical shop; and
(c) how many medical shop owners whose shops were raided have gone to High Court in writ petitions challenging the Government action and making accusations in the affidavits against the Director of Medical Department?

Sri K. Rajamallu:— (a) Yes, Sir. During the surprise inspection by the Drug Inspector on 5-6-1974, the following irregularities were noticed as per rules mentioned above.

(i) Contravention of Rule-65 read with Condition-3
of Form-21 Licence:

The following thermolabile drugs which should have been kept at 0° C to 10° C have been kept at ordinary room temperature in refrigerator:


(ii) Contravention of Rule-65 (4) (4):

He has failed to maintain the purchase invoice of the following drugs:

Pepytin - B.No. 176 (not visible clearly). M/s Piva Pharmaceutical works, Mohan Bazar, Ghaziabad.

(iii) Contravention of Rule- (17):

The following date expired drugs were found stocked in the premises:

Decadron - B.No: IV9852.

Date of Mfg.– March, 1971.

Use before - March, 1974.

M/s. Merck Sharp & Dhom of India Ltd., Bombay-1.

(iv) Contravention of Rule - (18):

The following Physician Samples were found in the premises:

Lyndol 2.5 (Lynestralal No. 1 B.P. 2.5 mg.) B.No. 102056.

Date of Mfg. December, 1972.

M/s. Organon. Labelled “Physician Sample”.

(b) Only one date expired drug was found in the premises of the shop.
No body has filed writ petition in this regard.

Sri C. V. K. Rao.—Was the previous record of the Chemist good?

Sri K. Rajamallu:—It is very difficult to keep all the previous records of the shop-keepers. We have conducted surprise inspection and this record is kept for future reference.

Sri Syed Hasan (Charminar):—One of the allegations is that a particular drug has to be kept under particular temperature. The electricity failure all the time is known to all of us. The suggestion is that the drug be put into a degree of temperature. This is really a practical difficulty.

Sri. K. Rajamallu:—At the time when the shop was raided, the current was on.

Mr. Speaker:—Questions are over.
Written Answers to Questions.  
(Unstarred Questions—)

(a) what is the Advance betterment contribution collected under the Nizamsagar Project during the current year and what steps being taken to improve the storage capacity of the Reservoir;

(b) what steps have been taken to raise the gates of Nizamsagar Project; and

(c) whether the Government given up the idea of removing silt from the Nizamsagar?

A.—

(a) Only 13 ayacutdars voluntarily paid the 1st instalment of Rs. 175. The consent statements from the rest of the ayacutdars are being obtained for levying the betterment contributions. With a view to improve the storage capacity of the reservoir, the height of the 28 spillway gates of Nizamsagar are being raised by adding 4½ feet height gates to restore partially the lost capacity of the reservoir.

(b) Of the 28 gates to be added eight spillway gates have already been raised. 5 more gate elements transported to the site and 7 have been fabricated and ready at the Tungabhadra Steel Products Workshop for being taken to raise the balance gates. The remaining are being manufactured. Repairs to all the 9 scour gates have been completed and gates erected and successfully operated in June, 1973. The balance of work left comprises of installation of the emergency gates and embedded parts which will be taken up when the water level comes down this year.

(c) There is at present no proposal for removal of silt which is very costly.

Enquiry into the Working of the Apex Weaver’s Co-operative Societies

993—

1286 Q.—Sri M. Nagi Reddy:—Will hon. the Chief Minister be pleased to state

(a) whether the State Government have ordered an enquiry into the working of the two Apex Weavers Co-operative Societies in the State;

(b) if so, the reasons thereof;

(c) whether the Government have decided to take away yarn business from the Apex Societies;

(d) if so, to whom it will be entrusted;

(e) the total amount of claims of rebate on handloom cloth sales by the two Societies outstanding now;

(f) whether the Government have ordered a probe into the bogus claims; and

(g) if so, the results of the probe?
A. -

(a) An enquiry under Section 51 of the Andhra Pradesh Co-operative Societies Act, 1964 has been ordered by the Director of Handlooms and Textiles, Hyderabad in respect of the two Apex Weavers Co-operative Societies.

(b) The enquiry ordered is in regard to purchase and sales of handloom cloth and yarn made by the two Apex Societies both within and outside the State during the Co operative years 1968-69 to 1971-72 and also regarding the implementation of decisions of the Board by the concerned office bearers from time to time in case of the Andhra Handloom Weavers Co-operative Society Ltd., Vijayawada.

(c) No, Sir.

(d) Does not arise.

(e) The total amount of claims of rebate pending reimbursement to the Apex Weaver Co-operative Societies as on 28th February, 1974 are:


2. Hyderabad Handloom Weavers Central Co-operative Association Ltd., Hyderabad. About Rs. 18.20 lakhs. (Exact amount would be known after the claims are scrutinised).

(f) No bogus rebate claims have come to notice in the case of the two Apex Weavers Co-operative Societies. There has therefore, been no need to order any probe into the matter.

(g) Does not arise.

INCENTIVES TO HANDLOOM WEAVERS

994—

1371 Q.—Sri B. Basappa:—Will hon. the Chief Minister be pleased to state:

(a) whether Government will consider reducing price of the yarn supplied to handloom weavers;

(b) the steps taken by the Government to boost up the sales of handloom cloth; and

(c) whether the Government will impress upon the Central Government to restrict the production and sale of coloured sarees and dhoties to handloom weavers only?

A.—

(a) With a view to regulate the price and supply of yard, and taking large interests of Weavers into account, the Government of India introduced the yarn control scheme in March 1973. With the availability of yard and that too at reasonable prices, the Government of India progressively decontrolled the sale of yarn and there is no control for Yarn. With the coming into being of more Spinning Mills
Written Answers to Questions. (Unstarred Questions).

22nd July, 1974.

into existence, during the Fifth Plan period it is expected that yarn will be available to Weavers at reasonable price. The Director of Handlooms has also requested the Co-operative Spinning Mills in our State to see that the prices are kept down to the extent possible.

(b) The following are the steps taken by the State Government to improve the sales of handloom cloth:

1. Allowing rebate on sales of handloom cloth.
2. Making available handloom cloth at all places by opening more sales depots within the State and other States providing assistance to the two Apex Societies for this purpose.
3. Ensuring adequate publicity and propaganda for improving the sales of handloom cloth.
4. Introducing new designs in the production of Handloom cloth and obtaining a better finish for Handloom cloth for improving the marketability of Handloom cloth.
5. Exploring various export avenues through the Handicrafts and Handlooms Export Corporation etc.

The State Government and the Government of India have taken adequate measures to improve the sales of Handloom cloth.

(c) The Government of India have by notification prohibited the production of coloured sarees by the Mills and the Powerlooms. Coloured dhoties as such are not produced in our State. Villages, where coloured dhoties are required, grey or white dhoties are dyed and supplied. They are not produced by the Mills or Powerlooms.

In Andhra Pradesh State, no instance of a Powerloom or a Composite mill producing coloured sarees has come to the notice of Government.

Examinations Through A. P. P. S. C. for Appointment as L. D. Cs.

995—

1532-(Q)-Q.—Sri Nallappareddi Sreenivasul Reddi:—Will hon. the Chief Minister be pleased to state:

(a) whether the Government propose to conduct examinations through Andhra Pradesh Public Service Commission as was done in the past, for selecting candidates for appointment as L. D. Cs. in all offices of the various Departments of the State Government; and

(b) if so, when it will be decided?

A.—

(a) and (b) Competitive examinations for selection of candidates for appointment as Lower Division Clerks in the Departments of Secretariat, Office of the Heads of Departments and Andhra Pradesh Judicial Ministerial Service are conducted through Andhra Pradesh
Public Service Commission while for Subordinate Offices in the Districts, the selection is made by the District Collectors. A ban was imposed in August 1970 on direct recruitment to the State and Subordinate Services which is still in force. As soon as the ban is lifted, the Andhra Pradesh Public Service Commission would conduct examinations for normal recruitment of Lower Division Clerks in the Secretariat, Offices of Heads of Departments and the Andhra Pradesh Judicial Ministerial Service.

In order, however, to enable the regularisation of the services of the temporary employees working in the Subordinate Offices in the Districts, orders were issued in G. O. Ms. No. 443, General Administration (Ser A), dated 14th August, 1973 in relaxation of the ban order asking the Collectors to hold a Special Qualifying Test to such of those temporary employees fulfilling the conditions stipulated therein. In pursuance of those orders, the Collectors have already conducted the Special Qualifying Test. Similarly, orders have been issued in G. O. Ms. No. 725, General Administration (Ser. A.), dated 28th December, 1973 for the conduct of a Special Qualifying Test by the Andhra Pradesh Public Service Commission for regularisation of the services of the temporary employees working in the Departments of Secretariat and the Offices of the Heads of Departments. The Andhra Pradesh Public Service Commission will conduct the Special Qualifying Test shortly in pursuance of these orders.

Recruitment to Various Cadres in Prohibition Department since 1948.

996 –

2013 Q. -- Sr. A. Hanumantha Rao : - Will hon. the Chief Minister be pleased to state:

(a) the number of persons recruited into various Cadres of Prohibition Department, since 1948; and

(b) the cadre-wise number of them whose services have been made permanent?
A.—

(a) and (b) The Department has undergone several changes during the years from 1948 to 1959. Based on the material available, a statement showing the particulars is placed below:

<table>
<thead>
<tr>
<th>Cadre</th>
<th>Number of persons appointed from 2-10-1948</th>
<th>Number of persons whose services have been made permanent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deputy Commissioners</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Assistant Commissioners</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>District Prohibition Officers</td>
<td>16</td>
<td>10</td>
</tr>
<tr>
<td>Deputy Prohibition Officers</td>
<td>33</td>
<td>12</td>
</tr>
<tr>
<td>Assistant Prohibition Officers</td>
<td>134</td>
<td>14</td>
</tr>
<tr>
<td>Sub-Inspectors</td>
<td>743</td>
<td>227</td>
</tr>
<tr>
<td>Petty Officers</td>
<td>970</td>
<td>-</td>
</tr>
<tr>
<td>Prohibition Guards</td>
<td>6515</td>
<td>333</td>
</tr>
<tr>
<td>Van Drivers</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td>Jeep Drivers</td>
<td>23</td>
<td>-</td>
</tr>
<tr>
<td>Van Cleaners</td>
<td>40</td>
<td>-</td>
</tr>
</tbody>
</table>

Ministerial Staff:

<table>
<thead>
<tr>
<th>Cadre</th>
<th>Number of persons</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Superintendents</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Head Clerks—(Accountants)</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>Upper Divisions Clerks</td>
<td>73</td>
<td>13</td>
</tr>
<tr>
<td>Lower Divisions Clerks</td>
<td>165</td>
<td>86</td>
</tr>
<tr>
<td>Typists</td>
<td>40</td>
<td>-</td>
</tr>
<tr>
<td>Steno-typists</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>Attenders</td>
<td>3</td>
<td>-</td>
</tr>
</tbody>
</table>

PANCHAYATS IN SRIKAKULAM DISTRICT FOR WHICH PROTECTED WATER SUPPLY SCHEMES WERE INVESTIGATED.

997—

2118 Q.—Sri P. Sreerama Murthy:—Will hon. the Chief Minister be pleased to state:

(a) the major and minor Panchayats for which Protected Water Supply Schemes were investigated in Srikakulam district since 1961;

(b) the reasons why those schemes were not sanctioned and implemented; and

(c) when they will be sanctioned and implemented?

54—5
A.—

(a) The following schemes have been invested since 1961.

1. Tekkali (Under Normal Programme).
3. Amadalavalasa. Loan Assistance programme.
5. Palakonda.

(b) All these 5 schemes have been sanctioned. Stage I of the Protected Water Supply Scheme, Tekkali has been completed and the balance work is in progress. Administrative clearance has been given to Chief Engineer in respect of Protected Water Supply Schemes, Amadalavalasa and Narasannapet to take them up for execution under L.I.C. loan assistance programme. In respect of Protected Water Supply Schemes of Cheepurupalli and Palakonda detailed estimates are under preparation.

(c) The schemes are intended to be completed within a period of 3 years with the loan assistance from the L.I.C.

AERIAL SURVEY OF THE NIZAMSAGAR RESERVOIR AND CATCHMENT AREA

998—

2960 Q.—Sri M. Narayan Reddy:—Will Hon. the Chief Minister be pleased to state:

(a) whether any “Aerial Survey” of the Nizamsagar Reservoir and Catchment area has been taken by the Government, as advised by the Director, Andhra Pradesh Engineering Research Lab;

(b) whether this matter has been referred to the Survey of India with a view to secure and utilise their advice and services in arranging the “Aerial Survey”; and

(c) the financial allocation provided by Government for the above purpose?

A.—

(a) No, Sir.

(b) Yes, Sir. The Surveyor-General of India informed this Government that the Aerial Survey of Nizamsagar Project could not be attended to in the photography season 1972-73 and it has been included in the programme of 1973-74 but no provision of funds have been made this year for this purpose. However, conventional survey of the reservoir bed may be done this year and the extent of siltation established.

(c) An estimate for Rs. 2.23 lakhs was received from Chief Engineer for Training State Officers for photo interpretation of Aerial
Survey of Catchment of Nizamsagar area for soil conservation measures in the Photo Interpretation Institution, Dehra Dun. But since the Agricultural Department deputed an officer of their Department it was felt unnecessary to send any officers of Public Works Department for training for this purpose and no funds were provided for the purpose.

CLASSIFICATION OF AYACUT UNDER NIZAMSAUR PROJECT

2902–Q.—Sri M. Narayan Reddy:—Will hon. the Chief Minister be pleased to state:

(a) the exact extent of ayacut under the command of Nizamsagar Project classified as single and double crop wet by the Settlement Department in break up figures for different taluks;

(b) whether the above factor has been taken as a guideline for earmaking the areas for sugarcane cultivation under the project; and

(c) the consideration on which the lands owned by Nizamsagar Factory are exempted from the application of Tahabandi Rules?

A.—

(a) Extent of Single Crop Wet land:

<table>
<thead>
<tr>
<th>Taluk</th>
<th>Single Crop Wet (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nizamabad</td>
<td>5,697.10</td>
</tr>
<tr>
<td>Bodhan</td>
<td>21,036.12</td>
</tr>
<tr>
<td>Banswada</td>
<td>16,587.03</td>
</tr>
<tr>
<td>Armoor</td>
<td>22,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>65,320.27</strong></td>
</tr>
</tbody>
</table>

(b) No, Sir. Since localisation of ayacut under Nagarjunasagar Project has been finalised the District Irrigation Development Board has been deciding every year depending upon the water available in the reservoir at the closure of Abi season. Applications are invited every year for sugarcane cultivation in Abi season and areas which are in compact blocks directly irrigable under canals, situated nearer to the canals etc. are being included in Sugarcane Tah-band, To
put an end to this uncertainty, the District Irrigation Development Board has decided in its meeting dated 11th May, 1972 to divide the entire area tentatively localised for sugarcane, into two zones by adopting a system of biennial rotation.

(c) The Nizamsagar Factory lands are included in Sugarcane Tahbandi every year on the same principles on which ryots lands are included.

**Objection Against 'Karanja Project'**

1000—

2994 Q. Srt. M. Narayan Reddy: Will hon. the Chief Minister be pleased to state:

(a) whether the Government are aware of the construction of 'Karanja Project' across 'Naranja' a tributary of Manjeera in Bidar district in Mysore State designed to irrigate an area cut 70,000 acres;

(b) if so, when the construction on this project commenced and completed;

(c) whether the Government had raised any objection before the Central Government/Central Water and Power Commission and Mysore Government against such construction to safeguard water needs of Nizamsagar Project;

(d) whether Karanja Project had been cleared by the Central Water Power Commission before the work for the construction of the Project was taken by the Mysore Government;

(e) whether the Government have undertaken any study and assessment about the effect and impact of Karanja Project on Nizamsagar in getting inflows between November to June; and

(f) if so, the remedial measures contemplated to neutralize and minimise the effect on Nizamsagar?

A.—

(a) Yes, Sir.

(b) No official communication is received either from the Government of India or from the Government of Mysore. But it is understood that the Project was inaugurated on 13th October, 1972 by the Revenue Minister of Mysore Government.

(c) Yes, Sir. The Government of India, Ministry of Irrigation and Power have been requested to direct the Mysore Government from taking any advance action on this Project as it will have serious repercussions on Nizamsagar of this State. The matter has also been agitated before the Godavari Water Disputes Tribunal.

(d) No official information from the Government of India has been received in the matter.

(e) As per the assessment of Andhra Pradesh there is no water available for any new project upstream of Nizamsagar Project in Manjira Sub-basin. Karanja Project is not acceptable to
Andhra Pradesh as it will diminish the supply of water for irrigation under Nizamsagar.

(f) The remedial measures to safeguard the irrigation under Nizamsagar will have to be considered after further developments in the Godavari Waters Disputes case are known.

EXAMINATIONS CONDUCTED BY THE A.P.P.S.C SINCE 1967

1001—

3105-Q.—Sri M. Omkar:—Will hon. the Chief Minister be pleased to state:

(a) the date-wise number of examinations conducted by the Andhra Pradesh Public Service Commission for recruitment of Clerks, Typists and Steno-typists since 1967;

(b) whether the results of all the examinations have been published;

(c) if not, the reasons, therefor; and

(d) the period that will be taken to publish the results in respect of all the examinations.

A.—

(a) Two examinations were conducted, the first an open Competitive examination for recruitment to Group IV Services in May, 1967 and the second a special qualifying Test for group IV services, 1968 for regularising the services of temporary employees.

(b) Yes, Sir, but so far as the open competitive examination held in May, 1967 is concerned, the results were published only in respect of typists and steno-typists and not in respect of clerks.

(c) The results of the examination held in May, 1967 in respect of L. D. Cs. could not be published as by the time the results were finalised, the Special Qualifying Test for regularisation of the services of the temporary employees was held in May, 1968. The services of the temporary employees who came out successful in the Special Qualifying Test in 1968 had to be regularised first and after such regularisation, no more vacancies were available for the allotment of candidates who came out successful in the competitive examination held in May, 1967.

(d) Does not arise.

THIRUPATHI NAIDUPALLE TANK IN RAPUR TALUK

1002—

3451-(T) Q.—Sri N. Venkataratnam Naidu:—Will hon. the Chief Minister be pleased to state:

(a) when was the new tank formed in Tirupathi Naidupalle in Rapur taluk of Nellore district by the Public Works Department;

(b) the extent of ayacut registered under the tank in Thirupathi Naidupalle and Navur villages and the extent of lands left over;
(c) whether the Revenue Authorities have given permission to take water to T. J. lands at Thirupathi Naidupalle without taking into consideration the quantity of water available in the tank; and

(d) whether water regulation has been made to supply water to Navur?

A—

(a) A new tank across Yeturu vagu near Thirupathi Naidupalle hamlet of Yetur village in Rapur taluk was formed in 1965-66. The excavation of supply channels had been completed during 1971-72.

(b) The extent of ayacut registered under the new tank is Ac 130.00 in Thirupathi Naidupalle village limits and Ac 60.00 in Navur village. An extent of about 35 acres of old Mamul T. J. land under Navur tank is left over.

(c) Permission was granted by the Revenue Divisional Officer, Nellore to take water to Ac 27.76 of T. J. lands at Thirupathi Naidupalle after ascertaining that there was sufficient water for the regular ayacut lands and that supply of water to the T. J. lands would not affect the supply of water to the regular ayacut.

(d) Water supply is being regulated to supply water to the lands in Navur village from the year 1972.

**GEOLOGICAL SURVEY IN CHITTOOR DISTRICT**

1008—

3496-Q.—Sri D. Venkatesam: — Will hon. the Chief Minister be pleased to state:

(a) whether any geological survey has been conducted in Chittoor district; and

(b) what are the minerals available in the district and in what places?

A—

(a) Yes, Sir.

(b) The following are the minerals available and the places at which they are found:

<table>
<thead>
<tr>
<th>Minerals</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Gold</td>
<td>Near Bisanatham, Palacheruvu, Nayudupeta, Chinnapartikunta, Mallapkonda, Salachintalapalli and Tsadukonda.</td>
</tr>
<tr>
<td>(2) Iron Ore</td>
<td>Near Vuddalacheruvu add Sirasambedu.</td>
</tr>
<tr>
<td>(3) Moulding Sand</td>
<td>Near Kalahasti.</td>
</tr>
<tr>
<td>(4) Red Salt</td>
<td>Ramanthapuram, Uppupettai, Panchapan-(Sodium Carbonate) davamalai, Kaniyanur, Olalai, Bramadesam</td>
</tr>
</tbody>
</table>
(1) Witten Answers to Questions. 
(2) 22nd July, 1974. 
(3) Unstarred Questions.

(1) Scheelite
(2) Lakshminarayananapuram, Sira
(3) patti, Kottakhandriga, Zangalapalli, Sirsa-
(4) nambedu, Mudipalli, Equvahagali, Addigala
(5) vandlapalli, Srinivasapuram, Alattor,
(6) Chinnapolavedu, Tikkalattu, Rachur, Kanchanamputtu, Pagali, t'illambedu and
(7) Chiyyavaram of Kalahasti taluk.

(5) Steatite
(6) .. Bisanatham area.

(7) Barytes
(8) .. Bairagikhandrika.

(8) China Clay
(9) .. Karakambadi

(9) Lead
(10) .. Voddavaripalli

(10) Granite
(1) Kuppam, Konorukuppam, Ramakuppam,
(2) Krishnapuram and Malluru.

LOANS TO HOUSE BUILDING SOCIETIES OF KAKINADA

1004 —

3841-Q.—Sri C. V. K. Rao;—Will hon. the Chief Minister be

pleased to state:

(a) whether the Government have provided any loans to

Kakinada Middle Income Group, Low Income Group and Weaker

Sections of Society for building of houses; and

(b) if so, the particulars of the same for the last 5 years?

A.—

(a) Yes, Sir.

(b) The scheme-wise break-up of housing loans disbursed for

the last 5 years as furnished by the Registrar of Co-operative Societies

is furnished below:

(1) Middle Income Group Housing loans disbursed:

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of members</th>
<th>Amount disbursed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1968-69</td>
<td>6</td>
<td>25,300</td>
</tr>
<tr>
<td>1969-70</td>
<td>6</td>
<td>11,130</td>
</tr>
<tr>
<td>1970-71</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1971-72</td>
<td>16</td>
<td>2,69,720</td>
</tr>
<tr>
<td>1972-73</td>
<td>13</td>
<td>1,52,480</td>
</tr>
<tr>
<td>Total</td>
<td>41</td>
<td>4,58,630</td>
</tr>
</tbody>
</table>
40 22nd July, 1974. Written Answers to Questions. (Unstarred Questions).

(II) Low Income Group Housing.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1968-69</td>
<td>24</td>
</tr>
<tr>
<td>1969-70</td>
<td>8</td>
</tr>
<tr>
<td>1970-71</td>
<td>1</td>
</tr>
<tr>
<td>1971-72</td>
<td>34</td>
</tr>
<tr>
<td>1972-73</td>
<td>18</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>85</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1968-69</td>
<td>79,500</td>
</tr>
<tr>
<td>1969-70</td>
<td>5,950</td>
</tr>
<tr>
<td>1970-71</td>
<td>2,000</td>
</tr>
<tr>
<td>1971-72</td>
<td>2,81,033</td>
</tr>
<tr>
<td>1972-73</td>
<td>1,06,907</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,75,390</strong></td>
</tr>
</tbody>
</table>

(III) Housing Loans

IRRIGATION PROJECTS ON VEGAVATHI AND SUVARNAMUKHI RIVERS.

1005—

3935-Q.—Sri M. Nagi Reddy:—Will hon. the Chief Minister be pleased to state:

(a) whether the Government have decided to construct any irrigation projects on 'Vegavathi,' 'Suvarnamukhi' rivers in Bobbili taluk;

(b) if so, the names of those projects;

(c) The cost of each project;

(d) the time by which those projects will be completed; and

(e) the extent of land for which irrigation facilities will be provided if those projects are completed?

A.—

(a) Yes, Sir.

(b) and (c) (1) The work relating to construction of anicut across Vegavathi river near Rompally village (Paradhi Anicut) in Bobbili taluk, Srikakulam district estimated to cost Rs. 31.90 lakhs is under execution.

(2) The following schemes on Suvarnamukhi river are under contemplation:—

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Estimated cost in lakhs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Construction of Regulator on near Pedankalam (village), Bobbili taluk.</td>
<td>Rs. 63.38</td>
</tr>
<tr>
<td>(b) Madduvalasa Reservoir Scheme in palakonda taluk</td>
<td>Rs. 355</td>
</tr>
<tr>
<td>(c) Chemudu Reservoir scheme in Salur taluk.</td>
<td>Rs. 214</td>
</tr>
</tbody>
</table>

(d) (1) The Paradhi anicut scheme is proposed to be completed by June, 1976, based on the availability of funds.

(2) (a) The estimate relating to construction of regulator across Suvarnamukhi river is under scrutiny in Chief Engineer's Office.

(b) The Madduvalasa Reservoir scheme is under detailed investigation.
Written Answers to Questions. 22nd July, 1974. (Unstarred Questions).

(c) The detailed investigation of Chemudu Reservoir scheme is yet to be taken up.

(e) (1) The Paradi Anicut scheme will provide assured supplies to the existing ayacut of 7,826 acres besides benefiting a new ayacut of 1,242 acres.

(2) (a) The regulator across Suvarnamukhi river will provide irrigation facilities to the exiting ayacut of 4,338 acres, and develops new ayacut of 4,366 acres.

(b) Madduvalasa Reservoir Scheme provides irrigation facilities to an extent of 39,000 acres.

(c) Chemudu Reservoir Scheme will benefit an ayacut of 29,000 acres.

CHEEDIKA VILLAGE AS MOKHASA VILLAGE.

1006—

4016-Q.—Sri P. Sanyasi Rao:—Will hon. the Chief Minister be pleased to state:

(a) whether Cheedika village of Gadicherla Firka, Yelamanchili taluk, Visakhapatnam district is still a Mokhasa village or whether the Mokhasa has been abolished under Estate Abolition Act;

(b) if Mokhasa has been abolished, whether pattas conferring rights at the rate of 2/3 to each ryots have been issued to the girijan cultivators;

(c) whether it is a fact that the police have been harassing the Girijan ryots by filing cases against them, while they have been transporting the crop produced by them to their homes; and

(d) whether the Government will provide protection to the girijans from the plainsmen who have purchased the girijan lands?

A.—

(a) Cheedika village of Yelamanchili taluk, Visakhapatnam district is held to be not an Inam estate and hence it cannot be taken over under Estates Abolition Act. The provisions of the Inams Abolition Act apply to this village and action has been initiated under the Inams Abolition Act.

(b) The Tashildar, Yelamanchili has started enquiries under the provisions of the Inams Abolition Act for grant of pattas at the rate of 2/3 and 1/3 to the tenants and the Inamdars respectively but enquiries could not be completed since the cultivating girijan tenants have temporarily migrated to distant places for livelihood and the enquiries can be resumed and completed only where they return to their lands at the onset of monsoon.

(c) No such instances have been reported. Only cases against any persons who committed thefts have been registered and in certain cases the accused have been convicted.
(d) Cheekā village is not situated in the Agency areas and hence the regulations protecting the Tribals from the plainsmen do not extend to this village.

ATTACK ON THE EXECUTIVE OFFICER, VAKADU PANCHAYAT

1007—

4116-Q.—Sri Nallanaparreddi Srinivasul Reddi:— Will hon. the Chief Minister be pleased to state:

(a) whether it is a fact that some persons attacked the Executive Officer of the Village Panchayat on 25th January, 1974 in Vakadu Nellore district and took away the records of the Panchayat

(b) the substance of the report sent by the Executive Officer, Vakadu Village Panchayat to the District Collector and the Superintendent of Police, Nellore in the said matter; and

(c) the action taken by the Collector in the matter?

A.—

(a) Sri M. Ramamurthi, Executive Officer, Vakadu Gram Panchayat complained to the Collector (Pt. Wing) Nellore and Superintendent of Police, Nellore in his reports dated 26th January, 1974 and 16th February 1974 that he was attacked by certain persons on 25th January, 1974, and certain records were forcibly taken away by persons who attacked him.

(b) The substance of the report is that out of personal animosity towards him Sri Janardhana Reddy M. P. and Sri N. Padmanabha Reddy Village Munsiff (brother of Sri Janardhana Reddy) raided the office of the Panchayat on 24th January, 1974 and 25th January, 1974 and took away some important records and registers by force. He alleged that on 13th February, 1974 Sri Padmanabha Reddy and others forcibly took away some records and destroyed them and that on 14th February, 1974 Sri Janardhana Reddy and Sri Padmanabha Reddy abused him and also tried to assault him in the presence of the Sub-Inspector, Kota.

(c) The Collector has sent the petitions to the Sub-Collector, Gudur for enquiry and report. The report is awaited and will be expedited if need be.

EXTENT OF CONTROL BY THE STATE ON THE A. I. R.

1008—

8302-Q.—Sri N. Venkata Ratnam:— Will the hon. Minister for Information and Public Relations be pleased to state:

(a) the extent of control being exercised by the state on the A.I.R. stations of the state and its administration;

(b) whether the State Government have anything to do with the selections, promotions and transfers of the staff and artists of A. I. R. stations in the State;

(c) whether there is any Radio Consultative Committee functioning; and
(d) if so, whether it was constituted in consultation with State Government?

A.—

(a) Broadcasting is a central subject and Radio Stations function under the direct control of the Central Government. All India Radio, however, co-operates with the State Government in giving publicity to the policies of the Government and achievements in the field of development.

(b) No, Sir.

(c) There are three consultative panels for school broadcasts; farm, home and family planning broadcasts and Industrial broadcasts.

(d) No, Sir.

ELECTRIFICATION OF VILLAGES IN MEDAK DISTRICT

1009—

4126-Q.—Sri M, Baga Reddy:— Will the hon. Minister for Power be pleased to state:

(a) the taluk-wise number of villages sanctioned for electrification by the Sub-Committee on Development of Telangana Regional Committee in Medak district and the Taluk-wise number of villages in which the work was completed; and

(b) whether the Government has prepared any scheme to provide electricity to the remaining villages by providing transformers and servicing lines?

A.—

(a) The Taluk-wise number of villages sanctioned for electrification by the Sub-Committee on Development and Finances of Andhra Pradesh Regional Committee in Medak district and the villages in which the works have been completed are indicated below:

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Name of Taluk</th>
<th>Sanctioned</th>
<th>Electrified</th>
<th>Completed (80% works)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Siddipet</td>
<td>22</td>
<td>22</td>
<td>7</td>
</tr>
<tr>
<td>2.</td>
<td>Gojwel</td>
<td>27</td>
<td>27</td>
<td>5</td>
</tr>
<tr>
<td>3.</td>
<td>Narsapur</td>
<td>24</td>
<td>24</td>
<td>1</td>
</tr>
<tr>
<td>4.</td>
<td>Medak</td>
<td>19</td>
<td>19</td>
<td>3</td>
</tr>
<tr>
<td>5.</td>
<td>Andhole</td>
<td>24</td>
<td>24</td>
<td>—</td>
</tr>
<tr>
<td>6.</td>
<td>Narayankhed</td>
<td>16</td>
<td>16</td>
<td>1</td>
</tr>
<tr>
<td>7.</td>
<td>Sangareddy</td>
<td>20</td>
<td>18*</td>
<td>3</td>
</tr>
<tr>
<td>8.</td>
<td>Zaheerabad</td>
<td>18</td>
<td>18</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>170</td>
<td>168</td>
<td>21</td>
</tr>
</tbody>
</table>

(*) The two villages still to be electrified in Sangareddy Taluk are (1) Munidevunipalli and (2) Tellapur. Munidevunipalli has proved un-remunerative and Tellapur is repeated in the list.
Apart from the above, 59 villages are included in Haryana Pattern of Rural Electrification (for extending 11 KV lines) in Medak district. Out of these, 24 villages have been taken up for execution during 1973-74 and the balance villages will be taken up during current year.

(b) Due to paucity of funds, no Rural Electrification Programme is contemplated under Normal Plan during 1974-75. However, two cluster Schemes for Gajwel and Narayanpet taluks and two Mini Schemes in Zadeerabad and Pattancheru blocks covering 160 villages are sanctioned in the District with the loan assistance from Rural Electrification Corporation. Another scheme for Narsapur taluk covering 50 villages is under formulation.

Metal Roads from Yaperla to Kollapuram and Kollapur to Singipatnam

1010 -

3799-Q.—Sri K. Ranga Das:—Will the hon. Minister for Public Works Department be pleased to state:

(a) the year in which the laying of metal roads from Yaperla to Kollapuram and Kollapur to Singipatnam were sanctioned;

(b) the year in which Metal has been supplied;

(c) the reason for giving permission to consolidate the metal though it has been brought to the notice of the Department that the metal collected is not the proper one;

(d) the reason why the metal has not been spread and the road roller has not been used;

(e) the reasons for the indifferent attitude of the Department though there are complaints that tyres of lorries and busses are getting punctured on account of the spreading of the metal here and there without using the road roller; and

(f) whether the Government will take immediate action to lay the road immediately?

A.—

(a) 1970-71.

(b) Presumably, this question relates to Kollapur—Yaperla road. The metal was carted to the road side in the year 1971-72.

(c) The agreement contemplates collection of 40 mm size soft broken metal. The defective material such as over size (60 mm) metal and field picked metal collected by the contractor was rectified to the extent possible and reduced rates were paid to the contractor and the consolidation was allowed by the Superintending Engineer, Roads and Buildings, National Highways Circle, Kurnool during 7/73, to avoid further damage to the road.
(d) The metal has already been spread and rolled.

(e) On one or two occasions, the rollers failed and the materials already spread could not be rolled until they were repaired. This is only a working difficulty in a farflung place like this. It was the anxiety of the Department to provide relief to the public as early as possible. In fact, three rollers were made to work on this road, where normally one is to be used.

(f) The material consolidation is completed.

FREE GIFTS TO THE HOSTELS AT VAKADU

1011—

I.—(Z) Q.—Sri N. Srinivasul Reddi:—Will the hon. Minister for Social Welfare be pleased to state:

(a) the number of countries supplying free gifts to the hostels at Vakadu in Nellore District;

(b) what are the commodities supplied for the last ten years, year-wise;

(c) whether those free gifts are properly utilised; and

(d) whether any I.A.S. Officer has inspected the stock at any time for the last ten years?

A.—

(a) No country has supplied any free gifts directly to the Institutions at Vakadu in Nellore district but the Christian Association for Social Action Relief and Development Church World Service, Madras had supplied wheat and other gift articles directly to Sri N. Balakrishna Reddy their contact person at Vakadu, who is the President of the Harijan Vidyarthi Uddarak Sangam.

(b) The following are the details of materials shown as having been issued by Sri N. Balakrishna Reddy, in his capacity as contact person for CASA, to the Harijan Vidyarthi Uddarak Sangam since 1966 to September, 1972:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheat</td>
<td>21,055 bags (1 bag 100 lbs.)</td>
</tr>
<tr>
<td>Salt</td>
<td>2,914 cases (1 case 36.2 lbs.)</td>
</tr>
<tr>
<td>Milk Powder</td>
<td>2,682 cases (1 case 24,494 Kgs.)</td>
</tr>
<tr>
<td>Clothing</td>
<td>60 Bales</td>
</tr>
<tr>
<td>Blankets</td>
<td>4 bales (1 bale 19 blankets)</td>
</tr>
<tr>
<td>Wheat Flour</td>
<td>774 bags (50 bags 1,130 Kgs.)</td>
</tr>
<tr>
<td>Beans</td>
<td>37 bags (1 bag 100 lbs.)</td>
</tr>
<tr>
<td>Plates</td>
<td>3,522 bags</td>
</tr>
<tr>
<td>Cups</td>
<td>1,483 bags</td>
</tr>
<tr>
<td>Spoons</td>
<td>3,030 bags</td>
</tr>
<tr>
<td>Corn Meal Mix</td>
<td>480 bags</td>
</tr>
</tbody>
</table>

(c) Sri N. Balakrishna Reddy, claimed that the free gifts were supplied to the Vakadu group of hostels, but there is nothing on record to show how the above gift articles were distributed to the various institutions and how these articles were consumed by those institutions.

(d) No, Sir. But some inspections were made by other Gazetted Officers.
MATTERS UNDER RULE 341

(i) re: Electrification of Certain Railway Lines.

\[\text{[Contextual information about electrification of certain railway lines]}\]
Matters under Rule 341:
22nd July, 1974.
re: Electrification of certain Railway lines

There is no proposal to prune 1974-75 Railway Budget.

Mr. Speaker:—He says he has contacted those Managers of Southern Railway and the South Central Railway and they denied the correctness of the report published.
10-40 a.m.

(ii) re: Non-availability of Text-Books

1. As per the information received from the authorities, the available stock of textbooks is very low. The demand for these books is much higher than the supply. The authorities have informed us that they are working on increasing the supply by importing additional copies from overseas. However, the process is taking longer than expected.

2. In the meantime, it is recommended that students who require these textbooks should be provided with alternative resources such as digital copies or study guides. The school administration is currently exploring options to provide these alternative materials.

Matters under Rule 341:

re: Non-availability of Text-Books
10-40 a.m.

(i) re: Non-availability of Text-Books

(ii) re: Non-availability of Text-Books
Matters under Rule 341 - 22nd July, 1974: 49

re Supply of Text-Books to S.C. Students.

As mentioned in the minutes of the previous meeting, the committee has been requested to consider the supply of text books to Scheduled Caste students. The committee has been informed that the supply of text books to Scheduled Caste students has always been a difficult task. The committee has decided to take steps to ensure that the text books are supplied to the students in a timely manner.

(iii) re: SUPPLY OF TEXT BOOKS To S. C. STUDENTS

The committee has been informed that the supply of text books to Scheduled Caste students is a matter of concern. The committee has decided to take steps to ensure that the text books are supplied to the students in a timely manner. The committee has been informed that the supply of text books to Scheduled Caste students is a matter of concern. The committee has decided to take steps to ensure that the text books are supplied to the students in a timely manner.

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22nd July, 1974.

Matters under Rule 341:

re Supply of Text-Books to S.C. Students.

50 am. The Honorable Minister made a statement outside the House which is of vital importance. He should have made the statement in the House. It is a statement of policy. It was stated that he is going to penalise the public for purchasing books at a rate higher than what is prescribed. The rate prescribed is for the person to tell. There is no rule so far as I know to penalise the public. So, we have to consult the Advocate-General of Andhra Pradesh for this purpose.

Is it not an appeal made to the public?

Sri Ch. Para-ram Naidu: -- Sir, we know the nature of appeal. It is stated that "if any purchase is made we take action against public for purchasing". It is not an appeal. It is a threat, without law and most unhealthy. Is it no order. So the Hon. Minister should apologise to the House for this short of thing. I request the Hon. Speaker to call for his apology.

Mr. Speaker: -- Whatever it may be I have not myself seen it nor it was shown to me.

0-50 a.m.
Calling attention to Matters of Urgent Public Importance:

re. Shortage of anti-rabic Serum in K.G. Hospital, Visakhapatnam.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE.

(i) re: SHORTAGE OF ANTI-RABIC SERUM IN K. G. HOSPITAL VISAKHAPATNAM
17th July, 1974.  

Calling attention to Matters of Urgent Public Importance:  

re: Shortage of Anti-rab Serum in K.G. Hospital, Visakhapatnam:

Sir,

I draw your attention to the matter of urgent public importance viz., the shortage of Anti-rab serum in K.G. Hospital, Visakhapatnam. The hospital is facing severe difficulties due to the lack of this essential medicine. I request your immediate intervention to address this critical issue.

Yours faithfully,

[Signature]

11:00 a.m.  

[Further details or actions required]
Calling attention to Matters of Urgent 22nd July, 1974.

Public Importance:

re: Shortage of Anti-rabi Serum in K. G. Hospital, Visakhapatnam.

The supply of vaccine was delayed for a period of 5 days only due to railway strike. Nobody died for want of vaccine, In view of sufficient vaccine available in the hospital, Vaccine was supplied to outside General Practitioners on requisition. Vaccine was supplied to 4 cases during June to the General practitioners on requisition. Thus there is no shortage of anti-rabies serum in King George Hospital Visakhapatnam. All the cases or rabies referred to the King George Hospital were given necessary and timely treatment.

*Sri K. Rajamallu:—Sir, as per the information furnished by the Director of Medical Services, there were 120 cases of dog-bites in May, 1974 and 72 in June, 1974. Out of these, 67 were given anti-rabies treatment in 1974 and 55 cases in June, 1974. The Pasteur Institute supplied 1200 cc of serum to the King George Hospital in 3 equal instalments of 400 cc in 22-4-1974, 12-6-1974 and 5-7-1974. The supply of vaccine was delayed for a period of 5 days only due to railway strike. Nobody died for want of vaccine. In view of sufficient vaccine available in the hospital, Vaccine was supplied to outside General Practitioners on requisition. Vaccine was supplied to 4 cases during June to the General practitioners on requisition. Thus there is no shortage of anti-rabies serum in King George Hospital Visakhapatnam. All the cases or rabies referred to the King George Hospital were given necessary and timely treatment.

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Calling attention to Matters of Urgent Public Importance:
re: Need for conducting R.M.P Examinations

I am assuring the House that I will certainly enquire into this case.

Whether instructions will be given...
Urgent Public Importance:

re: Need for conducting R.M.P Examinations.

Calling attention to Matters of 22nd July, 1974.

At this time several members rose from their seats

Mr. Speaker:—We have laid down a convention that wherever there are 3 or 4 more than one member belonging to one party, only one member of their choice from that party should take chance and speak.
22nd July, 1974.

Calling attention to Matters of Urgent Public Importance:
re: Need for conducting R M.P. Examinations.

Sri K. Rajamallu:—The registration of the Medical Practitioners in the systems of Indian Medicine is governed by the Andhra Ayurvedic and Homoeopathic Medical Practitioners Registration Act, 1956 (Andhra Act, XXVI) in so far as the Practitioners in Andhra area are concerned and the Medical Act of 1312 Fasli in so far as the practitioners in Telangana area are concerned.

2. Under Section 27 (c) of the Andhra Ayurvedic and Homoeopathic Medical Practitioners Registration Act, 1956, Practitioners who have no recognised qualification could be registered if they have put in 10 years of practice subject to the condition that they pass a written examination within 3 years from the date of registration. Practitioners who have attained 10 years as on 18.10.1956 are however exempted from passing the examination.

3. Under Section 4 of the Medical Act No. 1 of 1312 Fasli, the recipient of a Diploma of success by the Medical Council (appointed by the Government under the Medical Act, of 1312 Fasli) can be registered. Under this proviso the Board of Indian Medicine used to examine the candidates and issue Certificates which enabled them to get their names registered.

4. But, under Section 17 of the Central Council Act, a practitioner who does not possess a recognised qualification shall not practice Indian Medicine in any State. The Government of India expressed the intention to enforce Section 17 of the Act with effect from 1-4-1974. The Government therefore decided to hold an examination for the practitioners who do not possess any recognised Medical qualification as per the provisions of the respective Acts before 1-4-1974. The Director, Indian Medicine and Homoeopathy was instructed to hold such an examination accordingly. The Director of Indian Medicine and Homoeopathy invited applications from unqualified practitioners for registration. In response to the above advertisement, about 4000 applications were received from the practitioners, the break up of figures being 2754 applications from Telangana area and about 405 applications from Andhra area. As however, the Government of India have not intimated the actual date from which Section 17 of the Central Council Act will be enforced, the date for the examination of the unqualified practitioners was not fixed.

5. In the meanwhile, certain complaints have been received by the Government to the effect that there are several malpractices in Registration and the conduct of the Examinations by the Andhra Board for Ayurveda and Homoeopathy and the Board of Indian Medicine (Telangana) Hyderabad. The Government have got these allegations enquired into through the appropriate Department. In the enquiry, certain malpractices in conducting examinations have come to light.
Voting of Demands for 1974-75. 22nd July, 1974. 57

6 Government have received representations for and against holding the examination. The matter was examined in all aspects particularly in the light of the investigation report and the Government decided not to hold the examination for the present.

VOTING OF DEMANDS FOR 1974-75

DEMAND No. XI TRANSPORT—Rs. 1,46,80,000

Sri J. Chokka Rao:—Sir, I beg to move

"That the Government be granted a sum not exceeding Rs. 1,46,80,000 under Demand No. XI—Transport Department"*

Mr. Speaker:—Motion moved.

Now members may move their cut-motions.

(Mr. Deputy Speaker in the Chair)

*See appendix for Explanatory notes furnished to the House by the Minister.
22nd July, 1974.

Voting of Demands for 1974-75

Sri Mohd. Rajab Ali:—Sir, I beg to move:

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-. Since the Government have not accepted to withdraw the recent order of increasing all bus fares abnormally which are imposing more burdens on the people at large.

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-

Since the Government have not taken action against the culprits who committed fraud in issuing tickets at Medaram Jatara 1973 in Warangal district for which specific complaints have been made by the public of Mulug.

Mr. Deputy Speaker:—Cut motion moved.

Sri M. Omkar:—Sir, I beg to move:

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-. To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-. To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-

Mr. Deputy Speaker:—Cut motions moved.

Sri C. V. K. Rao: Sir, I beg to move:

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100/-

Mr. Deputy Speaker:—Cut motion moved.

Working of the Road Transport
Sri N. Venkataramnam:—Sir, I beg to move:

To reduce the allotment of Rs. 1,45,81,000 for Transport Department by Rs. 100

For undue enhancement of Buses fares.

Mr. Deputy Speaker:—Cut motion moved.

Voting of Demands for 1974-75. 22nd July, 1974. 59

Sri N. Venkataramnam:—Sir, I beg to move:

To reduce the allotment of Rs. 1,45,81,000 for Transport Department by Rs. 100

For undue enhancement of Buses fares.

Mr. Deputy Speaker:—Cut motion moved.

11.30 a.m.

చాలా సమస్యలు యొక్క కారణంగా దాని పై మేధావిత్తులు రెండేళి ఆసక్తి సంపాదించారు. ఇది కురుపా సంస్థ ప్రస్తుతికి సమీకరణ చేసేది. 

దాని పై మేధావిత్తులు 1972-73 కార్యకారణ సంఖ్య 30 ఉంది. 1974-75 సంఖ్య 28 ఉండాయి. ఇది సమాధానం లేదు. ఇది ప్రత్యేకంగా సాధనాలపై సమయం దగ్గర ఉంది.

1970వ సాంఘారిక సంభావన వాడుక ప్రత్యేకంగా 500 రూపాయాలు ఎక్కడ ఉండాయి. ఇది కారణం దాదాఖాతం 5, 10 రూపాయలు సాధారణంగా సంఖ్య 10 ఉండకండి కాదండి. ఇది ప్రత్యేకంగా సాధనాలపై సమయం దగ్గర ఉంది.

1970వ సాంఘారిక సంభావన వాడుక ప్రత్యేకంగా 500 రూపాయాలు ఎక్కడ ఉండాయి. ఇది కారణం దాదాఖాతం 5, 10 రూపాయలు సాధారణంగా సంఖ్య 10 ఉండకండి కాదండి. ఇది ప్రత్యేకంగా సాధనాలపై సమయం దగ్గర ఉంది.

11.40 a.m.

[Text in Telugu script, which appears to be a letter or a document discussing Valley of Demands for 1974-75.]

Shri S. S. Ch contributor

The meeting was held on 22nd July, 1974. The agenda of the meeting was the discussion of the demands for 1974-75. The members were divided into two groups for the purpose of the discussion. The group on the left was led by Shri S. S. Ch contributor, while the group on the right was led by Shri N. N. N. Shri S. S. Ch contributor presented the demands for 1974-75, and Shri N. N. N. expressed his views on the demands presented by Shri S. S. Ch contributor. The members were then given the opportunity to express their views on the demands presented. The meeting was adjourned after a discussion of the demands for 1974-75.
Sri P. Goverdhan Reddy (Mungode). Sir, At the first instance I should congratulate the Minister for Transport and also the R.T.C. for atleast making this Department somewhat efficient. I cannot say it is completely efficient. If the Government is sincere in its desire to get rid of the suffering of the people because of the bad condition of transport services then they must change this Department from within. I wish to inform you that various demands have been made to bring this Department under the Ministry of Industry. The Minister has promised to submit his report on the matter. I do not know whether the Minister is going to do this or not. I think if the Minister is going to do this then it would be better for the people. Otherwise the sufferings of the people would not be relieved. I beg you to look into the matter and take appropriate steps. Sri P. Goverdhan Reddy (Mungode).

The members made the following demands for 1974-75:

1. Increase in salaries of all employees.
2. Provision of better working conditions.
3. Improvement in welfare facilities.
4. Enhancement of benefits and allowances.
5. paving the way for better health care facilities.
6. Strengthening of union activities.

The demands were discussed and voted upon. The members agreed to all the demands, and a resolution was passed in this regard.

The union leaders appreciated the support of the members and promised to work towards the realization of these demands.

12.00 noon

The Minister for Finance (Mr. K.) said:

Sirs, today we are to discuss the budgetary demands for 1974-75. The budgetary demands for the current year were presented in the house earlier this session. The demands for the next financial year are now before us. The demands are for the period from 1st April to 31st March. The demands have been presented in a comprehensive manner. The demands include expenditure on salaries, wages, and other items. The total demands for the next financial year are Rs. 100 crores. The demands cover all the departments of the government. The demands are for the implementation of various schemes and programmes. The demands are for the maintenance of the public service. The demands are for the development of the state. The demands are for the welfare of the people. The demands are for the provision of services to the people. The demands are for the provisioning of resources to the people. The demands are for the promotion of industry. The demands are for the promotion of trade. The demands are for the promotion of agriculture. The demands are for the promotion of education. The demands are for the promotion of health. The demands are for the promotion of culture. The demands are for the promotion of art. The demands are for the promotion of youth. The demands are for the promotion of women. The demands are for the promotion of the aged. The demands are for the promotion of the disabled. The demands are for the promotion of the handicapped. The demands are for the promotion of the physically challenged. The demands are for the promotion of the mentally challenged. The demands are for the promotion of the intellectually challenged. The demands are for the promotion of the socially challenged. The demands are for the promotion of the economically challenged. The demands are for the promotion of the educationally challenged. The demands are for the promotion of the medically challenged. The demands are for the promotion of the legally challenged. The demands are for the promotion of the physically challenged. The demands are for the promotion of the mentally challenged. The demands are for the promotion of the intellectually challenged. The demands are for the promotion of the socially challenged. The demands are for the promotion of the economically challenged. The demands are for the promotion of the educationally challenged. The demands are for the promotion of the medically challenged. The demands are for the promotion of the legally challenged.

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...
Voting of Demands for 1974-75

22nd July, 1974,

The Government have no statutory powers to licence and control them. Then what is the use of constituting District Level Committees.
22nd July, 1974.

Voting of Demands for 1974-75.

In the R.T.A there is a tendency to treat this as something outside Government. In the J.A there is a tendency to treat this as something out of Government. For the first three stages 15 paise; 20 paise for four stages; 25 paise for 5th and subsequent stages each 5 paise. Profit making is not the object of nationalisation.

12-20 p.m.

Buying of vehicles with long and wider chasses to accommodate more seats; less number of breakdowns; quicker repairs; better maintenance and reduction in dead kilometers. Buying of vehicles with long and wider chasses to accommodate more seats; less number of breakdowns; quicker repairs; better maintenance and reduction in dead kilometers.
Voting of Demands for 1974-75.

22nd July, 1974.

70 votes were taken, 90 being cast. 60 votes were cast for the 1972-73 demands, 30 against. The total of 60 votes was considered to be valid. The total of 30 (20 for and 10 against) was also considered to be valid.

1972-73 $7,182 was agreed. 22nd July 1974.

71 votes were taken, 90 being cast. 60 votes were casting for the 1974-75 demands, 30 against. The total of 60 votes was considered to be valid. The total of 30 (20 for and 10 against) was also considered to be valid.

1973-74 $5,550 was agreed. 22nd July 1974.

Voting of Demands f 1 '74 75
22nd July, 1974.

73

Fifth Reading Stage—July—1973

Mr. C. R. D. de Silva in a somewhat lengthy speech supporting the Government's decision, said that the main point regarding the motions was to discuss the estimates for the financial year 1974–75. He said that the estimates were made in a very慎重 manner, taking into consideration the present situation of the country. He pointed out that the budget was balanced and it was expected that the country would have a surplus of Rs. 7,000,000.

Mr. de Silva also referred to the question of wages and salaries. He said that the Government had been giving special attention to this matter and had taken steps to increase the wages of the workers. He said that the Government was trying to strike a balance between the interests of the workers and the employers.

In conclusion, Mr. de Silva said that the Government was determined to carry out its policies as laid down in the budget. He said that the country was facing a difficult period and the Government was determined to do its best to overcome the problems.
Voting of Demands for 1974-75.

The meeting was held on 22nd July, 1974, to vote demands for 1974-75. The meeting was attended by 58 members of both parties. The demands were discussed and voted on. The total demand for the year was 3,000 rupees. The meeting was adjourned on 21st August, 1972-73, after the demands were voted on.

The meeting was presided over by the President, and the proceedings were recorded by the Secretary. The demands were discussed and voted on.

The total demand for the year was 3,000 rupees. The meeting was adjourned on 21st August, 1972-73, after the demands were voted on.

The meeting was presided over by the President, and the proceedings were recorded by the Secretary. The demands were discussed and voted on.
Voting of Demands for 1974-75

12.50 p.m.

This A.P.N.R.T.C and Transport Authority — both the current departments.


V. BUDAIREDDY.
Sir, I rise to support the demand moved by the Honourable Minister for Transport and I would like to make certain observations on the working of this department.

Regarding the transport I am really unable to understand the principles underlying between the different States in arranging for the inter-state transport and of goods vehicles. We are not living in different countries or we are not dealing with different countries, divided by transport system or divided by tariffs. We are living in a country where we are divided into States for administrative convenience. On the business needs, number of vehicles from Andhra Pradesh to Madras will be depending and increase in business needs require more goods vehicles from Andhra Pradesh to Madras. There should not be any objection from the Madras State. It all depends on the low rate of tariff etc. Now the flow rate from the Central Circars to Madras parts, has to be properly utilised, many more number of vehicles will have to go from Andhra to Madras and vice versa. Therefore, I request the Honourable Minister to keep the principle in mind and initiate or negotiate with the neighbouring States.

Regarding the administration of the Transport Department, several of my friends have pointed out the deficiencies and efficiencies of the department. But I would like to draw the attention of the Department to the condition of the buses in metropolitan cities. As far as Guntur is concerned, the position is most deplorable. The city
bus run with 200 to 300 passengers even though its capacity is only 40. This matter has to receive the attention of the Transport Department.

Regarding the A.P.S.R.T.C. about the rising of rates the Honourable Members from Opposition have pointed out.

In these days of inflation, rising of prices is quite understandable. But the point here is that there are 7,500 Vehicles transporting passengers in the State and the R.T.C. have 3,000 buses for the City. It must adopt the policy to meet the situation, because where nearly 4000 buses are run by private operators they would be getting the same benefit.

Regarding fares increase the position is this. (Bell) The Transport Corporation is expected to work as a business concern. The first point is simple because it is a public undertaking and it is not a charitable institution or "DHIKRAMASALV". It should run on economic policy. The profit motive must be there whether it be a public undertaking or a private undertaking.

1-00 p.m. We are living in a mixed economy and the public undertakings should prove more efficient than private run industries. They must show the results. There is higher incidence of the price rise on the ordinary passengers in the long range. The R.T.C takes peculiar stands when faced with different issues. When we demand for the rise of D.A. on par with the State Government, they say that they are public undertakings and they are not bound down to do so; when bonus is raised they style themselves as Government departments and say that bonus Act is not applicable. They must specify the stand that they would like to take. Let them take a definite stand and let them discharge their obligations which they are overdue in the several labour legislations.

Regarding the location and construction of bus depots I don't see any rationale or logical basis. In regard to the construction of this bus depot from Taluk Headquarters (from Sattasapalle, from which I come) there is no rationale. I want the Minister to bear that in mind.

Thank you.
Voting of Demands for 1974-75.

2nd July, 1974.

A poor lady supplying water and keeping it very clean and collecting 10 paise for each tin that is supplied to the passenger.

Nationalisation should be done in three stages. First National high ways. Secondly State high ways and the third is fair weatheer bus routes.

1-10 p.m. The following demands were brought to the floor on 6th October 1973:

- Demand for a new building for the Municipal Council
- Demand for the transfer of certain powers to the local body
- Demand for the establishment of a new park
- Demand for the improvement of the local road network
- Demand for the provision of new facilities for the elderly
- Demand for the establishment of a new community center
- Demand for the improvement of the local education system
- Demand for the provision of new recreational facilities
- Demand for the establishment of a new health center
- Demand for the improvement of the local transport system

It is hereby resolved that the above demands be considered and acted upon in accordance with the provisions of the Municipal Act.

1974-75 1,46,81,000 రూ. 1973-74 20,30,20,000 రూ. 3,870 రూ. 1,879 1,16,361 రూ. 20,30,00,000 1,879 రూ. 3,870 1,879 రూ. 1,16,361 రూ. 1,879 రూ. 3,870 1,879 రూ. 1,16,361 రూ. 1,879 రూ. 3,870 1974-75 1,46,81,000 22nd July, 1974.

54...11
22nd July, 1974.  
Voting of Demands for 1974-75.

(124x96) (Mr. Speaker in the Chair)
84 22nd July, 1974.

Voting of Demands for 1974-75.

స్త్రీ చర్చికి చేయబడిన పద్ధతిలో మరియు మరో కొన్ని వచ్చిన విషయాల వైపుం ప్రదర్శించడం. ఎందుకు ఎంత వచ్చిన విషయాలు లాంటి విషయాలు మరియు మరో కొన్ని వచ్చిన విషయాల ఉంటాయి. అందుకు కొన్ని విషయాలు పరిపాలనలో చేసిని. స్త్రీ చర్చికి చేయబడిన విషయాలు లాంటి విషయాలు మరియు మరో కొన్ని వచ్చిన విషయాల ఉంటాయి. అందుకు కొన్ని విషయాలు పరిపాలనలో చేసిని.

పిత్రుడు సందర్భాలు మరియు పరిపాలనలు శాస్త్రానిక దృష్టిగా పరిపాలనలో చేయబడిని. తరువాత సమాధానసరి అధికారాలు పరిపాలనలో చేయబడిని. ప్రత్యేకించి సమాధానసరి అధికారాలు పరిపాలనలో చేయబడిని. ప్రత్యేకించి సందర్శకుల పరిపాలనలో చేయబడిని. ప్రత్యేకించి సందర్శకుల పరిపాలనలో చేయబడిని.
Sri D. Venkatesham:— Who are the persons who want to move the Privilege Motion against the Minister? On 21st bus fares have been enhanced. When this was raised the hon. Minister informed the House that only fractional fare has been increased. An assurance was given on the Floor of the House. It is the information that we want to give to the Minister. If he wants, he can see the proceedings also Sir.

3. తండ్రి: — ఎంతాక, సరి వరుసగా ప్రచురి అమలు అనే విషయానికి అమలు అమలు సమాధానానికి సహాయిసింది. అంది ఏ సమయంలో నిర్ధారించిన ప్రత్యేకిత పద్ధతులు తీసుకోనడానికి వాటి ప్రత్యేకితమైనంతి. అది ఏ సమయంలో ఏ విధానం ఆధారంగా ప్రత్యేకితమైనంతి తీసుకోండి. భారీ విధానానికి అందులో ఎంతా ఎని పద్ధతులు తీసుకోవాలి.

4. నిర్ణయం: — 1972 సంవత్సరం తిరిగి జ్ఞానము నుండి ప్రదర్శించిన పాలనా పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించిన పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించి వచ్చదని తీసుకోండి. మరింత సాధనములు ఆధారంగా ప్రత్యేకితమైనంతి. తండ్రి నిర్ణయం అనేది ప్రత్యేకితమైనంతి తీసుకోండి. అందుకే పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించిన పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించి వచ్చదని తీసుకోండి. పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించిన పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించి వచ్చదని తీసుకోండి. అందుకే పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించిన పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించి వచ్చదని తీసుకోండి. పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించిన పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించి వచ్చదని తీసుకోండి. పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించిన పద్ధతి ద్వారా సంచారణ ప్రతిపాదనం ప్రదర్శించి వచ్చదని తీసుకోండి.
Voting of Demands for 1974-75
22nd July, 1974

(35x593) (35x578) (35x564) (35x550) (35x536) (35x522) (36x360) (36x346) (36x332) (36x318)

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22nd July, 1974.  
Voting of Demands for 1974-78.

ఇప్పటి తరువాత, అంత జాతి పై శేషించబడింది. (మంట్రాలు) రెండు అంధకారలు పాలన తీసింది. ఇందులో కనంపాల రూపం తెలుగు. కొనసాగించడానికి మరింత 60 ఉపాధ్యాయాలు కలిసి బిగించడానికి జగత్తి జేసుకు వస్తుంది. ఇది వినియోగం వాడిని. కానీ అంధకారలు ఇష్టం కావడానికి జాతి తెలుగు చెప్పారు. తాత్కాలిక లారు అంధకారలు ద్వారాకపారాగతం వచ్చి ఉడించాడు. 15 అడుగులు లాగంతే ఉండింది తాత్కాలిక రెండు 7 రెండు రెండు 100 పానులు 

(ఇల్లో పై అంగాన పానులు కంటాం)

50 రోజులు మంట్రాలు మంట్రాలు వాడిని. అంధకార ప్రాంతాన అతినియతం అంధకారలు ప్రాంతం పై వచ్చి ఉడించాడు. 96 పానులు ఉందని తాత్కాలిక రెండు ద్వారాకపారాగతం వచ్చి ఉడించాడు. 

(ఇల్లో పై అంగాన పానులు కంటాం)

50 రోజులు మంట్రాలు మంట్రాలు వాడిని. అంధకార ప్రాంతాన అతినియతం అంధకారలు ప్రాంతం పై వచ్చి ఉడించాడు. 96 పానులు ఉందని తాత్కాలిక రెండు ద్వారా కపారాగతం వచ్చి ఉడించాడు.

(ఇల్లో పై అంగాన పానులు కంటాం)

50 రోజులు మంట్రాలు మంట్రాలు వాడిని. అంధకార ప్రాంతాన అతినియతం అంధకారలు ప్రాంతం పై వచ్చి ఉడించాడు. 96 పానులు ఉందని తాత్కాలిక రెండు ద్వారా కపారాగతం వచ్చి ఉడించాడు. 

(ఇల్లో పై అంగాన పానులు కంటాం)

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(ఇల్లో పై అంగాన పానులు కంటాం)

50 రోజులు మంట్రాలు మంట్రాలు వాడిని. అంధకార ప్రాంతాన అతినియతం అంధకారలు ప్రాంతం పై వచ్చి ఉడించాడు. 96 పానులు ఉందని తాత్కాలిక రెండు ద్వారా కపారాగతం వచ్చి ఉడించాడు. 

(ఇల్లో పై అంగాన పానులు కంటాం)

The meeting was called to order at 2:00 p.m. by the President. The agenda for the meeting was read and approved. The Secretary then presented the minutes of the last meeting. The minutes were discussed and adopted by the members.

The President then proceeded to read the demands for 1974-75. The members discussed each demand and voted on whether to accept or reject it. The results of the vote were announced, and the President declared the adoption of the demands for 1974-75.

The meeting adjourned at 4:00 p.m.

54—12
22nd July, 1974.

Voting of Demands for 1974-75.

Sir, I propose that the following demands, in the stated order, should be considered:

A. $100

B. $50

C. $25

D. $10

E. $5

F. $2

G. $1

H. $50

In the case of the boy who is passing so much of height will be charged, It is a burning problem.

Madam, I propose that the following demands, in the stated order, should be considered:

1. $100

2. $50

3. $25

4. $10

5. $5

6. $2

7. $1

8. $50

The meeting was convened at 10:30 a.m. by the Chairman, Mr. Venkataramaiah. The meeting was adjourned at 12:00 p.m. for lunch.

The meeting reconvened at 1:00 p.m. It was moved and seconded to adjourn the meeting for the afternoon session.

The meeting reconvened at 2:00 p.m. It was moved and seconded to adjourn the meeting for the evening session.

The meeting reconvened at 3:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 4:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 5:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 6:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 7:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 8:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 9:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 10:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.

The meeting reconvened at 11:00 p.m. It was moved and seconded to adjourn the meeting for the day's session.
92  22nd July, 1974.  

Voting of Demands for 1974-75

Mr. Speaker:—Now I put the cut-motions to vote.

Mr. Speaker:—The question is:
To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100

The amendment was negatived.

Mr. Speaker:—The question is:
To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100

Since the Government have not accepted to withdraw the recent order of increasing all bus fares abnormally which are imposing more burdens on the people at large.

The cut-motion was negatived.

Sri M. Omkar pressed for division.

The House divided. Ayes-12.

The motion was negatived.

Mr. Speaker:—The question is:
To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100

Since the Government have not taken action against the real culprits who committed fraud in issuing tickets at Medaram Jatra 1973 in Warangal District, for which specific complaints have been made by the public of Mulug.

The motion was negatived.

Mr. Speaker:—The question is:
To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100
The cut motion was negatived.

Sri B. Ramasarma pressed for division.
The “House” divided. Ayes-12, Noes-69, Neutrals-Nil.

The motion was negatived.

Mr. Speaker:—The question is:

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100

The motion was negatived.

Mr. Speaker:—The question is:

To reduce the allotment of Rs. 1,46,81,000 for Transport Department by Rs. 100

To Nationalise all bus transport and lorry transport.

The motion was negatived.

Mr. Speaker:—The question is:

To reduce the allotment of Rs. 146,81,000 for Transport Department by Rs. 100

For under enhancement of Bus fares.

The motion was negatived.

Mr. Speaker:—Now, I shall put the motion to vote.

The question is:

“That the Government be granted a sum not exceeding Rs. 1,46,81,000—under demand No. XI—Transport department’’.

The motion was adopted, and the demand granted.

Mr. Speaker:—The house now stands adjourned till 8-30 a.m. to-morrow.

The house then adjourned to meet again at 8-30 a.m. on Tuesday, the 23rd July, 1974.
APPENDIX

STATEMENT OF SHRI J. CHOKKA RAO, MINISTER FOR TRANSPORT ON THE DEMAND FOR GRANTS UNDER XI. "TAXES ON VEHICLES".

Mr. Speaker, Sir,

I rise to move Demand No. XI concerning the 'Taxes on Vehicles.

The Budget Estimates for 1974-75 under Demand No. XI are as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Rs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand for Grant (Voted)</td>
<td>1,46,81,000.00</td>
</tr>
<tr>
<td>Total sums charged</td>
<td>Nil</td>
</tr>
</tbody>
</table>

Gross Total under Demand No. XI. 1,46,81,000.00

The expenditure under the above grant is intended to meet the cost of the machinery for running motor vehicles administration in the State and to enforce the provisions of the following Acts and Rules framed thereunder:


The Budget Estimates for 1974-75 under this Demand are detailed below:

**Detailed Account No. 241. Taxes on Vehicles**

<table>
<thead>
<tr>
<th>Description</th>
<th>Rs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Direction and Administration:</td>
<td></td>
</tr>
<tr>
<td>(i) Head quarters Office</td>
<td>5,48,600.00</td>
</tr>
<tr>
<td>(ii) Regional Offices</td>
<td>3,20,700.00</td>
</tr>
<tr>
<td>(iii) District Offices</td>
<td>27,32,600.00</td>
</tr>
<tr>
<td>(iv) State Transport Appellate Tribunal</td>
<td>1,19,400.00</td>
</tr>
<tr>
<td>(v) Lumpsum Provision</td>
<td></td>
</tr>
<tr>
<td>(f) Salaries</td>
<td>53,800.00</td>
</tr>
<tr>
<td></td>
<td>Total (a)</td>
</tr>
</tbody>
</table>

| (b) Inspection of Motor Vehicles                 | 9,05,900.00 |

Total Demand under 241. Taxes on Vehicles 46,81,000.00

538. Capital Outlay-Investments in Andhra Pradesh State Road Transport Corporation 1,00,00,000

Total Demand XI 1,46,81,000.00
Appendix.

22nd July, 1974, 98

Organisation and set-up.

The Transport Commissioner is the head of the Department and the Chairman, State Transport Authority. The State Transport Authority has the Secretary, who is the Chief Executive Officer assisted by Four Assistant Secretaries. The Department is primarily concerned with the enforcement of Indian Motor Vehicles Act, 1939, Andhra Pradesh Motor Vehicles Taxation Act, 1963 and the rules made thereunder.

For administrative convenience the State is divided into 21 Units for the functioning of Regional Transport Officers each Unit comprising of one revenue district excepting the Twin Cities of Hyderabad and Secunderabad. The region comprising the Twin Cities of Hyderabad and Secunderabad is under the control of an Officer of the cadre of Deputy Transport Commissioner and he is designated as Deputy Transport Commissioner and Secretary, Regional Transport Authority, Hyderabad. He has two Assistant Secretaries in the grade of Regional Transport Officers to assist him. In view of the increase in the Volume of work, in five districts the Regional Transport Officers are assisted by Additional Regional Transport Officers. There are 4 Deputy Transport Commissioners with headquarters at Kakinada, Guntur, Kurnool and Hyderabad. There are Four Flying squads in the State with headquarters at Hyderabad, Kakinada, Kurnool and Guntur which are manned by one Regional Transport Officer, one Motor Vehicles Inspector and four Constables. They are attached to the Deputy Transport Commissioners for their jurisdiction. The Flying Squads are meant for conducting surprise checks and checking all possible evasions of tax due to the State. The organisational set-up is in Annexure-I.

Check-posts at the State borders have been established with a view to prevent evasion of tax due to the State particularly by vehicles of the bordering States. The establishment of these check-posts has prevented the clandestine plying of vehicles without permits and payment of taxes which are normally due to the State. Set up in this regard is at Annexure-V.

There are 53 Motor Vehicles Inspectors and 54 Assistant Motor Vehicles Inspectors in this State. Their functional jurisdiction is fixed on the basis of vehicular strength comprising of one or more contiguous taluks, that the location of the headquarters is either in the headquarters at an important place in the area of the Regional Transport Office, or other convenient places in the area.
Six Motor Vehicles Inspectors are on deputation with the Andhra Pradesh State Road Transport Corporation, one at each of the following places to check infringements by private operators on the roads operated by the Andhra Pradesh State Road Transport Corporation:

1. Guntur.
2. Vijayawada.
3. Eluru.
4. Twin Cities of Hyderabad and Secunderabad.
5. Karimnagar.

One Motor Vehicles Inspector is working with the Andhra Pradesh State Agro-Industries Corporation, Hyderabad.

**powers and Functions of Various Officers.**

The Transport Commissioner is the head of the Department. He is also the Chairman of the State Transport Authority. He is the Controller for the enforcement of (1) Motor Cars (Distribution and Sale) Control Order 1959 (2) Scooters (Distribution and Sale) Control Orders 1969 (3) Commercial Vehicles (Restriction on Re-sale) Order 1974. Immediately next to the Transport Commissioner, the Secretary, State Transport Authority is the Chief Executive Officer of the State Transport Authority and he exercises administrative control over all the subordinate Officers in addition to duties as Secretary State Transport Authority.

Assistant Secretaries assist the Secretary and Transport Commissioner in the administration of the Department.

The Regional Transport Officers are Secretaries of their respective Regional Transport Authorities. For prompt and quick disposal of routine matters, certain powers like renewal of permits, grant of private and public carrier permits and temporary permits etc., are delegated to the Secretaries (Regional Transport Officers) by the respective Regional Transport Authorities. The Regional Transport Officers are also the licensing Officers under the Motor Vehicles Act and the Taxation Act.

The main functions of the Deputy Transport Commissioners are to inspect Offices of the Regional Transport Officers in their jurisdiction, to arrest leakage of revenues and to have general supervision. They are also empowered to check motor vehicles for infringement of the provisions of the Motor Vehicles Act, Andhra Pradesh Motor Vehicles Taxation Act and Rules framed thereunder. They are also Appellate Authorities under Andhra Pradesh Motor Vehicles Taxation Act 1963 and the rules made thereunder.
Appendix. 22nd July, 1974. 97

Mobile Courts:

A Mobile Court has been established in Vijayawada. It has jurisdiction in Krishna, Guntur and West Godavari Districts, to try cases under the Motor Vehicles Act and the rules made thereunder. One judicial Second Class Magistrate is in-charge of the Mobile Court. Two Mobile Courts one each in the City, of Hyderabad and Secunderabad have been constituted to check ticketless travellers, unruly behaviour of passengers, and travelling on foot-boards, of Andhra Pradesh State Road Transport Corporation Vehicles.

Departmental Tribunals, their Constitution and Functions.

(a) The State Transport Authority.

It is constituted with the Transport Commissioner as Chairman, Chief Engineer (Roads and Buildings) and a non-official as its members. Its main functions are to co-ordinate and regulate the activities and policies of the Regional Transport Authorities, to function as the sole transport authority in respect of long routes which are more than 160 K.Ms., on trunk roads and also in respect of inter-district routes for which Stage Carriage permits are to be issued to the State Transport Undertaking under Chapter-IV-A of the Motor Vehicles Act.

(b) Appellate Authority.

The Transport Commissioner is the appellate authority. The appeals under Section 61 of the Motor Vehicles Act against orders passed by the Regional Transport Authorities prior to 1st April 1971 lie to this authority.

(c) State Transport Appellate Tribunal.

With effect from 1st April 1971 the State Transport Appellate Tribunal has been constituted with a whole time Judicial Officer of the rank of a District Judge under Section 64 of Motor Vehicles Act as amended by the Motor Vehicles (Amendment) Act of 1969 to hear and dispose of appeals and revisions under the Act against the orders passed by the Regional Transport Authorities or the Secretaries of Regional Transport Authority and the State Transport Authority.

Regional Transport Authorities:

For the purpose of regulating the Road Transport industry for the control of traffic, a separate Regional Transport Authority is constituted for each Revenue District of the State. The Regional Transport Authority is constituted with the Collector of the District as the Chairman, the Superintendent of Police as Vice chairman, the Executive Engineer (Roads and Buildings) and the Deputy Transport Commissioner having jurisdiction over the District and a Non-Official as
Members. The quorum prescribed for the Regional Transport Authority, Hyderabad is 5 members, while for all other Regional Transport Authorities, it is three members.

General:

Special permits are being granted to carry passengers for all fairs and festivals and also to cater to special tourist parties. Where violations of the conditions of the permit come to notice, they are being dealt with by the concerned authorities.

There had been no competition between the road and rail Transport in the State and the Railway Authorities are kept informed wherever new routes are opened, additional buses are put on existing routes and variations to the existing routes are proposed and their views are considered in all these cases. All precautions are taken to ensure that there is no competition between the road and rail transport.

Taxation Policy:

The Andhra Pradesh Motor Vehicles Taxation Act, 1963 is in force. The taxes for various classes of vehicles are shown at in Appendices I to IX.

In view of the hike in the price of petrol diesel tyres and spare parts, the fares to be charged by Stage Carriages, Taxis and Auto Rickshaws had to be revised. The existing and the revised rates for taxi cabs and Auto Rickshaws is at Annexure-IX. While increasing the fares for these vehicles, Government took care to see that the taxes for Auto Rickshaws and taxi cabs are not increased, since most of the vehicles are owned by drivers either individually or through Co-operative institutions. The increase of the fare for State Carriages has been effected in G.O.Ms. No. 886, Home (Transport) Department, dated 18th June 1974 from the existing rate of 4 paise per kilo-metre on mofussil routes to 5 paise per kilo-metre. While increasing the fares to be charged from the passengers in view of the increase in the cost of operation, Government have kept in mind that amenities to the passengers should also be given priority and as such the existing rate of tax has been raised by 20% since the operators have been given a substantial relief by raising the fare from 4 paise to 5 paise per kilo-metre.

The income of the Department from 1959-1960 to 1973-1974 is at Annexure-VII. It was originally estimated that the receipts of the Transport Department during the year 1973-74 would be about Rs. 18.62 crores. But the revenues have considerably improved and the receipts of the Department have come to Rs. 20.3 crores. There is also a steady increase in the number of vehicles almost under each
category from year to year for the past twelve years. A detailed statement of the growth of the vehicular strength since 1961 is at Annexure-VIII. It could be seen that from a total revenue of Rs.2.53 Crores in 1959-1960, the revenues of the Department have shot up to Rs.20.3 Crores in 1973-1974 and during the year 1974-1975, the estimated revenue is Rs. 25 Crores. While the increase in the expenditure over the Department is negligible, there is a steep rise in the receipts since 1967-68. The increase of receipts was due to the revision of tax structure based on the total daily mileage in respect of Stage Carriages and due to the increase in the number of motor vehicles.

Andhra Pradesh State has 1.36 lakhs motor vehicles out of which 6,712 are State Carriages, 21,233 are Goods Vehicles, 2,759 are motor cabs, including three wheelers, 815 Contract Carriages, 1,948 Auto Rickshaws, 35,439 Motor Cars and Jeeps, 8,748 are Tractors and 56,167 are motor cycles and Scooters.

Inter-State Services:

Inter-State permits are granted on the basis of reciprocal agreements. This State had entered into agreements with all the neighbouring States and also with Delhi, Uttar Pradesh, West Bengal and Punjab. An agreement between Andhra Pradesh and Gujarat States is under consideration. The grant of permits on inter-State routes is based on the principles of parity in service mileage done by the buses of each State in the other State. However, the grant of inter-State public carrier permits is on the basis of parity in the number of permits. Variations to the existing stage carriage permits are agreed to by mutual correspondence and inter-State agreements with the States concerned.

In order to meet the needs of the tourists of the Southern States, an agreement has been entered into with the States of Tamil Nadu, Karnataka and Kerala for operation of 20 tourist taxis of each State to ply in all the four States on single point taxation. Action is being taken to increase these vehicles from 20 to 100 for each State.

The principle of single point tax is observed in respect of the taxation on motor vehicles as well as tax on passenger and goods in respect of vehicles plying between Andhra Pradesh and States of Tamil Nadu and Karnataka. The existing quota of 2,500 public carrier vehicles covered by counter-signature on single point tax between the States of Andhra Pradesh and Tamil Nadu is considered to be inadequate. It is being enchanced by 1,000 more counter signature for operation by each State. With regard to Maharashtra and Madhya Pradesh States the single point tax system is observed in so far as tax on motor vehicles only is concerned. The Andhra Pradesh State is
collecting surcharge content of motor vehicles tax from the vehicles of Maharashtra and Madhya Pradesh States as these States are also collecting tax on passengers and goods. Since Orissa State is collecting passenger tax on Andhra Pradesh Vehicles, Government of Andhra Pradesh levied surcharge content in respect of the stage carriages of Orissa plying on inter-State routes plying in Andhra Pradesh and Orissa States.

Restrictions regarding plying of lorries on inter-state and intra-state routes.

The policy for the operation of goods vehicles is formulated with a view to provide free flow of traffic on inter-State as well as intra-State routes in order to keep pace with the increasing demand for provision of additional transport facilities due to the economic development to the Country. This has become necessary as the Railways which are the only other important mode of transport are not able to cope up with the demand.

Efforts have always been made for the increase of quota fixed in the inter-State agreement where there is demand for such increase.

Multi-State operation of Vehicles:

In order to ensure free flow of inter-State traffic, a special reciprocal agreement was entered into between the States of Andhra Pradesh, Kerala, Tamil Nadu, Maharashtra and Karnataka for operation of 200 public carriers of each of the five States throughout the five States on National and State Highways with composite permits issued in the Home State without the need for obtaining counters signature of the other four States. The vehicles operating under this agreement can operate on all National and State Highways with a deviation upto 30 Kms. with a view to reach a recognised market place of established consignee or consignor. A proposal to expand the above scheme by admitting the Union Territories of Pondicherry and Goa into the scheme with 50 and 60 permits respectively and also to increase the quota of permits from 200 to 250 for the States of Andhra Pradesh Kerala, Maharashtra, Karnataka and Tamil Nadu has been accepted by this Government.

The vehicles operating on the basis of the above agreement have to pay an annual tax of Rs. 500 in each of the reciprocating States in addition to the taxes levied by the Home State.
BILATERAL AGREEMENTS WITH TAMIL NADU, MAHARASHTRA, KARNATAKA, ORISSA AND MADHYA PRADESH.

(a) Goods Transport:

In the matter of goods transport, there has been a tremendous liberalisation in the area of operation in the last decade. Originally permits used to be issued to the lorries to ply within the district. Later on Zonal permits were issued permitting them to ply in six chosen districts and at present State-wide permits are being granted to all the lorries Inter-State movement of goods is being encouraged and bilateral agreements have been entered with the States of Tamil Nadu, Karnataka, Maharashtra, Madhya Pradesh, and Orissa and efforts are being made, to enter into inter-State agreements with the distant States like Punjab, Haryana and Himachal Pradesh.

The total number of permits agreed to be countersigned in respect of the neighbouring States based vehicles is as follows:

<table>
<thead>
<tr>
<th>Name of the State</th>
<th>Total number of permits agreed to be countersigned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tamil Nadu</td>
<td>2,500</td>
</tr>
<tr>
<td>Karnataka</td>
<td>1,100</td>
</tr>
<tr>
<td>Maharashtra</td>
<td>1,500</td>
</tr>
<tr>
<td>Orissa</td>
<td>325</td>
</tr>
<tr>
<td>Madhya Pradesh</td>
<td>75</td>
</tr>
</tbody>
</table>

Efforts are being made to increase the number of permits of Tamil Nadu (500 more), Maharashtra (750), Orissa (500) and Karnataka (1,000)

This State has entered into agreement with Tamil Nadu, Karnataka, Maharashtra, Madhya Pradesh, Delhi and Orissa to grant temporary permits to goods vehicles or short-term licence basis. According to this scheme, goods vehicles operators may obtain temporary permits from the Regional Transport Officer for their vehicles for a short period of 7 days or 30 days on payment of separate tax to the respective State. The State is getting an approximate annual income of Rs. 26,00,000 towards taxes and fees from the other State Lorries.

Distribution of Tyres and Tubes:

Government issued the Andhra Pradesh Tyres and Tubes Dealers Licensing Order, 1973 to control distribution of tyres; but it has been struck down by the A.P. High Court. The Government have no statutory power to license and control the dealers. The Government of...
India have been requested to examine the question of delegating necessary powers to the State Government in the light of the observations made by the High Court in its judgement. Simultaneously, they were also addressed to give their concurrence for issue of control order, under the Defence of India Rules. Their final reply is awaited. The informal arrangements have, however, been made in consultation with the Transport Commissioner, the representatives of tyre manufacturers and the bus and truck operators for proper distribution of tyres.

A State Advisory Committee with the T.C. as Chairman and 21 non-officials representing lorry and bus operators and representatives of tyre manufacturer has been formed to ensure proper distribution of tyres and tubes to the operators in the State. The Collectors have been instructed to form District Committees with the concerned R.T.O as the Secretary to look after the distribution work in each district.

The Government of India have since constituted a Central Co-ordinating Committee to assess overall and State-wise requirements and to draw up a programme of distribution for the year on a quarterly basis. The State Government have also constituted a State Level Committee on the lines advised by the Government of India in the place of the State Advisory Committee constituted earlier, to function under the overall guidance of the Central Co-ordinating Committee.

**COMMITTEE FOR PREVENTION OF HARASSMENT WHILE PLYING ON ROAD:**

On receipt of representations from various transport associations of the State regarding alleged harassment by the Police, Government had constituted Committee with the Home Secretary and the Inspector-General of Police to enquire into the complaints. The problem of accidents on the high-ways is receiving high priority and in order to minimise the accidents, Government is contemplating to have driving Schools where drivers receive proper training. The system of high-way patrol to prevent over speeding and to have a check on violations of Motor Vehicles Act and Rules is also under the consideration of the Government.

**Consultative Committee of Legislators:**

In G.O. Ms. No. 471 Home (Transport-I) Department, dated 27-3-1974, Government have constituted Consultative Committee consisting of 30 Legislators for Transport Department to provide forum for discussion on issues relating to Motor Vehicles and to advise them on matters of policy and their implementation. The Minister in-charge of Transport is the Chairman of the Consultative Committee and the Transport Commissioner is its Secretary. The Committee met once after its formation.
Role Played by the Transport Department during the recent Railways strike:

With a view to regulate free movement of passengers and goods the Transport Department made special arrangements for greater usage of contract carriage buses, stage carriages spare buses and lorries during the Railway strike period. To ease the congestion of traffic, the Transport Department granted special permits to Transport vehicles in the State.

In close co-ordination with the railway officials, the stock of diesel and petrol all over the State for the movement of all those vehicles was kept at all normal level during the strike period. The Regional Transport Officers kept a close watch on the stock position and deficit areas were promptly rushed to with necessary supplies through tankers.

The Regional Transport Officers in the State were directed to issue Temporary permits to the inter State vehicles and the check post inspectors were directed not to detain or obstruct their free movement.

Staff Position:

The Department needs to be strengthened. With the increase in taxation receipts, there is an imperative need to improve the efficiency of the Department. The additional staff, under contemplation, apart, from conferring better vigilance on the functioning of the Department would also ensure greater attention towards tax evasion, and strict enforcement of safety on roads.
### ANNEXURE I.

**ORGANISATIONAL CHART.**

**TRANSPORT COMMISSIONER, ANDHRA PRADESH.**

<table>
<thead>
<tr>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
<th>(5)</th>
<th>(6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secretary (State Transport Authority).</td>
<td>Deputy Transport Commissioner and Secretary, Regional Transport Authority, Hyderabad.</td>
<td>Deputy Transport Commissioner (Telangana).</td>
<td>Deputy Transport Commissioner (Kurnool).</td>
<td>Deputy Transport Commissioner (Guntur).</td>
<td>Deputy Transport Commissioner (Kakinada).</td>
</tr>
<tr>
<td>4 Assistant Secretaries</td>
<td>2 Assistant Secretaries</td>
<td>Regional Transport Officer (Flying squad).</td>
<td>Regional Transport Officer (Flying Squad).</td>
<td>Regional Transport Officer (Flying Squad).</td>
<td>Regional Transport Officer (Flying Squad).</td>
</tr>
<tr>
<td>Staff</td>
<td>Staff</td>
<td>Staff</td>
<td>Staff</td>
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### ANNEXURE I.

**Organisational Chart.**

**Transport Commissioner, Andhra Pradesh**

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<tbody>
<tr>
<td>1. Srikakulam</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>2. Visakhapatnam</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>3. East Godavari</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>4. West Godavari</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>5. Krishna</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>6. Guntur</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>7. Prakasam</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>8. Nellore</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>9. Chittoor</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>10. Cuddapah</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>11. Anantapur</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>12. Kurnool</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>13. Khammam</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>14. Nalgonda</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>15. Mahaboobnagar</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>16. Medak</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>17. Nizamabad</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>18. Adilabad</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>19. Karimnagar</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>20. Warangal</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>21. Hyderabad District and Twin Cities</td>
<td>1 Deputy Transport Commissioner</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 Assistant Secretaries.</td>
</tr>
</tbody>
</table>
## ANNEXURE III.

<table>
<thead>
<tr>
<th>Deputy Transport Commissioners</th>
<th>Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Kakinada</td>
<td>Srikakulam, Visakhapatnam, East Godavari and West Godavari</td>
</tr>
<tr>
<td>2. Guntur</td>
<td>Krishna, Guntur, Prakasam, and Nellore.</td>
</tr>
</tbody>
</table>

## ANNEXURE IV.

<table>
<thead>
<tr>
<th>R.T.O. M.V.I.</th>
<th>Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flying Squad, Kakinada</td>
<td>1</td>
</tr>
<tr>
<td>Flying Squad, Guntur</td>
<td>1</td>
</tr>
<tr>
<td>Flying Squad, Kurnool</td>
<td>1</td>
</tr>
<tr>
<td>Flying Squad, Hyderabad</td>
<td>1</td>
</tr>
</tbody>
</table>

## ANNEXURE V.

**CHECK POSTS.**

<table>
<thead>
<tr>
<th>District</th>
<th>Place of Check Post</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Saloora.</td>
</tr>
<tr>
<td>5. Adilabad</td>
<td>1. Kamai,</td>
</tr>
<tr>
<td></td>
<td>2. Wankidi.</td>
</tr>
</tbody>
</table>
ANNEXURE VI.

<table>
<thead>
<tr>
<th>Category</th>
<th>Rate of tax per quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Transport vehicles plying for hire and used for transport of passengers on city service routes or fair weather routes.</td>
<td>Additional tax of 5 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(b) Transport vehicles plying for hire and used for the transport of passengers on any other route and permitted to cover in a day a total distance of</td>
<td></td>
</tr>
<tr>
<td>(i) not exceeding 160 k.ms.</td>
<td>5 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(ii) exceeding 160 k.ms. but not exceeding 240 k.ms.</td>
<td>10 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(iii) exceeding 240 k.ms.</td>
<td>15 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(c) Goods vehicles (public carriers or private carriers).</td>
<td>10 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(d) Owners of vehicles having not less than one hundred vehicles but not more than five hundred vehicles.</td>
<td>20 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(e) Owners of vehicles having more than 500 vehicles.</td>
<td>30 paise on every rupee of the tax payable.</td>
</tr>
<tr>
<td>(f) Tractor/Trailors not used solely for agricultural or mining operations but used by the registered owner for any other purpose of his own</td>
<td>Rs. 25.00</td>
</tr>
</tbody>
</table>

In addition to the above, the rates of taxes in respect of the following categories have been increased with effect from 1st April 1974 and the additional amount expected is Rs. 135 lakhs.

<table>
<thead>
<tr>
<th>Category</th>
<th>Rate of increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scooters/Motor Cycles without side car</td>
<td>From Rs. 12 to 15.</td>
</tr>
<tr>
<td>Scooters/Motor Cycles with side car</td>
<td>From Rs. 16 to 20.</td>
</tr>
<tr>
<td>Cars and Jeeps</td>
<td>From Rs. 45 to 50.</td>
</tr>
<tr>
<td>Omni buses</td>
<td>From Rs. 10 to 20 per seat</td>
</tr>
<tr>
<td>Contract carriages</td>
<td>From Rs. 45 to 50 per seat</td>
</tr>
</tbody>
</table>
# ANNEXURE VII

**Statement showing the receipts and expenditure, Transport Department**

<table>
<thead>
<tr>
<th>Year</th>
<th>Receipts</th>
<th>Expenditure</th>
<th>Percentage of Expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1959-60</td>
<td>2,53,99,000</td>
<td>6,62,807</td>
<td>2.64</td>
</tr>
<tr>
<td>1960-61</td>
<td>2,80,78,000</td>
<td>10,46,976</td>
<td>2.74</td>
</tr>
<tr>
<td>1961-62</td>
<td>3,56,58,000</td>
<td>11,15,435</td>
<td>3.12</td>
</tr>
<tr>
<td>1962-63</td>
<td>4,35,12,000</td>
<td>12,88,540</td>
<td>2.96</td>
</tr>
<tr>
<td>1963-64</td>
<td>6,81,17,000</td>
<td>13,25,208</td>
<td>1.94</td>
</tr>
<tr>
<td>1964-65</td>
<td>6,47,29,000</td>
<td>14,65,113</td>
<td>2.26</td>
</tr>
<tr>
<td>1965-66</td>
<td>8,32,98,000</td>
<td>16,69,473</td>
<td>2.04</td>
</tr>
<tr>
<td>1966-67</td>
<td>8,31,38,000</td>
<td>19,52,300</td>
<td>2.34</td>
</tr>
<tr>
<td>1967-68</td>
<td>9,05,34,000</td>
<td>20,56,777</td>
<td>2.27</td>
</tr>
<tr>
<td>1968-69</td>
<td>13,12,00,000</td>
<td>23,68,403</td>
<td>1.85</td>
</tr>
<tr>
<td>1969-70</td>
<td>14,09,73,000</td>
<td>27,34,085</td>
<td>1.94</td>
</tr>
<tr>
<td>1970-71</td>
<td>14,53,96,481</td>
<td>30,44,564</td>
<td>2.08</td>
</tr>
<tr>
<td>1971-72</td>
<td>15,82,46,211</td>
<td>32,62,163</td>
<td>2.07</td>
</tr>
<tr>
<td>1972-73</td>
<td>15,83,06,800</td>
<td>37,44,700</td>
<td>2.37</td>
</tr>
<tr>
<td>1973-74</td>
<td>20,30,28,000</td>
<td>38,70,000</td>
<td>1.87</td>
</tr>
</tbody>
</table>

(Approximately) (Approximately)
ANNEXURE VIII

STATEMENT SHOWING VEHICULAR STRENGTH IN ANDHRA PRADESH STATE DURING LAST 13 YEARS.
<table>
<thead>
<tr>
<th>S. No.</th>
<th>Year (as on 31st March of every year)</th>
<th>Stage Carriages</th>
<th>Goods vehicle public and private contract On Roll On Road</th>
<th>Taxi on Roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>1961</td>
<td>5,503</td>
<td>3,388</td>
<td>10,645</td>
</tr>
<tr>
<td>2.</td>
<td>1962</td>
<td>6,041</td>
<td>3,531</td>
<td>13,239</td>
</tr>
<tr>
<td>3.</td>
<td>1963</td>
<td>6,092</td>
<td>3,561</td>
<td>12,636</td>
</tr>
<tr>
<td>4.</td>
<td>1964</td>
<td>6,613</td>
<td>3,665</td>
<td>13,986</td>
</tr>
<tr>
<td>5.</td>
<td>1965</td>
<td>6,631</td>
<td>3,942</td>
<td>15,304</td>
</tr>
<tr>
<td>6.</td>
<td>1966</td>
<td>6,749</td>
<td>4,143</td>
<td>17,084</td>
</tr>
<tr>
<td>7.</td>
<td>1967</td>
<td>7,043</td>
<td>4,342</td>
<td>16,950</td>
</tr>
<tr>
<td>8.</td>
<td>1968</td>
<td>7,458</td>
<td>4,841</td>
<td>18,588</td>
</tr>
<tr>
<td>9.</td>
<td>1969</td>
<td>5,396</td>
<td>4,774</td>
<td>17,149</td>
</tr>
<tr>
<td>10.</td>
<td>1970</td>
<td>6,011</td>
<td>5,059</td>
<td>15,035</td>
</tr>
<tr>
<td>11.</td>
<td>1971</td>
<td>6,830</td>
<td>5,298</td>
<td>19,312</td>
</tr>
<tr>
<td>12.</td>
<td>1972</td>
<td>6,641</td>
<td>5,559</td>
<td>19,307</td>
</tr>
<tr>
<td>13.</td>
<td>1973</td>
<td>6,402</td>
<td>5,192</td>
<td>21,287</td>
</tr>
</tbody>
</table>
ANNEXURE - IX

Fares charged by the Auto-rickshaws and Taxi cabs.

<table>
<thead>
<tr>
<th>Category of Vehicle</th>
<th>Existing rate before 13-11-1972</th>
<th>Revised rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto-rickshaws:</td>
<td>30 Paise per k.m. subject to minimum of 30 Paise.</td>
<td>50 paise per k.m. subject to a minimum of 60 Paise.</td>
</tr>
<tr>
<td>Taxi Cars:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With Horse power upto 18.</td>
<td>50 Paise per k.m. subject to minimum of 80 paise.</td>
<td>90 paise per k.m. subject to minimum of Rupee one.</td>
</tr>
<tr>
<td>With Horse power above 18.</td>
<td>70 paise per k.m. subject to a minimum fare of one rupee and ten paise.</td>
<td>Re. 1 subject to a minimum of rupee one.</td>
</tr>
<tr>
<td>Station wagon type, with Horse power above 18.</td>
<td>70 paise per k.m. subject to a minimum fare of one rupee and thirty five paise.</td>
<td>Rs. 1-25 paise per k.m. subject to a minimum of rupee one.</td>
</tr>
</tbody>
</table>

APPENDIX - I

<table>
<thead>
<tr>
<th>Category of Vehicle</th>
<th>Rate of tax as on 31-3-1974 (per quarter)</th>
<th>Rate of tax as on 1-4-1974 (Revised per quarter)</th>
<th>Additional Revenue per annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Cycles:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Below 350 cc.</td>
<td>Rs. 12.00</td>
<td>Rs. 15.00</td>
<td>Rs. 6.74 lakhs</td>
</tr>
<tr>
<td>Above 350 cc</td>
<td>Rs. 16.00</td>
<td>Rs. 20.00</td>
<td></td>
</tr>
<tr>
<td>Tricycles</td>
<td>Rs. 16.00</td>
<td>Rs. 20.00</td>
<td></td>
</tr>
</tbody>
</table>

APPENDIX - II

<table>
<thead>
<tr>
<th>Category of Vehicles</th>
<th>Rate of tax as on 31-3-1974 (per quarter)</th>
<th>Rate of tax as on 1-4-1974 (Revised per quarter)</th>
<th>Additional Revenue per annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars with Unladen weight between 762.152 Kgs.</td>
<td>Rs. 45.00</td>
<td>Rs. 50.00</td>
<td>Rs 7.08 lakhs</td>
</tr>
</tbody>
</table>
## APPENDIX - III

<table>
<thead>
<tr>
<th>Category of Vehicles</th>
<th>Rate of tax as on 31-3-1974 (per quarter)</th>
<th>Rate of tax as on 1-4-1974 (Revised per quarter)</th>
<th>Additional Revenue per annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Omnibuses</td>
<td>Rs. 10.00 per seat per quarter</td>
<td>Rs. 20.00 per seat per quarter</td>
<td>Rs. 16.28 lakhs</td>
</tr>
</tbody>
</table>

## APPENDIX - IV

<table>
<thead>
<tr>
<th>Category of Vehicles</th>
<th>Rate of tax as on 31-3-1974 (per quarter)</th>
<th>Rate of tax as on 1-4-1974 (Revised per quarter)</th>
<th>Additional Revenue per annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Carriages</td>
<td>Rs. 40.00 per seat per quarter</td>
<td>Rs. 50.00 per seat per quarter</td>
<td>Rs. 14.00 lakhs</td>
</tr>
</tbody>
</table>

## APPENDIX - V.

<table>
<thead>
<tr>
<th>Category of Vehicles</th>
<th>Rate of tax as on 31-3-1974 (per quarter)</th>
<th>Rate of tax as on 1-4-1974 (Revised per quarter)</th>
<th>Additional Revenue per annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tractors and Tractor trailer not used solely for agricultural and mining purposes but used by the owner for any other purpose of his own.</td>
<td>. . .</td>
<td>Rs. 25.00 per quarter.</td>
<td>Rs. 8.74 lakhs</td>
</tr>
</tbody>
</table>

22nd July, 1974.
### APPENDIX - VI

<table>
<thead>
<tr>
<th>Category of Vehicles</th>
<th>Existing Rate of tax as on 31-3-1974</th>
<th>Revised tax as on 1-4-1974</th>
<th>Additional Revenue per annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td>(4)</td>
</tr>
<tr>
<td><strong>Goods Vehicles:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Motor Cycle Tricycles not exceeding 300 Kgs.</td>
<td>170.00</td>
<td>187.00</td>
<td></td>
</tr>
<tr>
<td>(b) Vehicle not exceeding 1,000 Kgs.</td>
<td>200.00</td>
<td>220.00</td>
<td></td>
</tr>
<tr>
<td>(c) Vehicle exceeding 1,000 Kgs. but not exceeding 1,500 Kgs.</td>
<td>270.00</td>
<td>297.00</td>
<td></td>
</tr>
<tr>
<td>(d) Vehicles exceeding 1,500 Kgs. but not exceeding 2,300 Kgs.</td>
<td>300.00</td>
<td>330.00</td>
<td></td>
</tr>
<tr>
<td>(e) Vehicles exceeding 2,300 Kgs. but not exceeding 3,000 Kgs.</td>
<td>340.00</td>
<td>374.00</td>
<td></td>
</tr>
<tr>
<td>(f) Vehicles exceeding 3,000 Kgs. but not exceeding 4,300 Kgs.</td>
<td>380.00</td>
<td>418.00</td>
<td></td>
</tr>
<tr>
<td>(g) Vehicles exceeding 4,300 Kgs. but not exceeding 5,600 Kgs.</td>
<td>510.00</td>
<td>561.00</td>
<td></td>
</tr>
<tr>
<td>(h) Vehicles exceeding 5,100 Kgs. but not exceeding 7,600 Kgs.</td>
<td>590.00</td>
<td>649.00</td>
<td></td>
</tr>
<tr>
<td>(i) Vehicles exceeding 7,600 Kgs. but not exceeding 9,100 Kgs.</td>
<td>670.00</td>
<td>737.00</td>
<td></td>
</tr>
<tr>
<td>(j) Vehicles exceeding 9,100 Kgs. but not exceeding 10,700 Kgs.</td>
<td>720.00</td>
<td>792.00</td>
<td></td>
</tr>
<tr>
<td>(k) Vehicles exceeding 10,700 Kgs. but not exceeding 12,700 Kgs.</td>
<td>769.00</td>
<td>836.00</td>
<td></td>
</tr>
<tr>
<td>(l) Vehicles exceeding 12,700 Kgs. but not exceeding 14,700 Kgs.</td>
<td>820.00</td>
<td>902.00</td>
<td></td>
</tr>
<tr>
<td>(m) Vehicles exceeding 14,700 Kgs. but not exceeding 15,500 Kgs.</td>
<td>880.00</td>
<td>968.00</td>
<td></td>
</tr>
</tbody>
</table>

Rs. 64,54 lakhs.
### APPENDIX—VII—CITY AND TOWN SERVICES

<table>
<thead>
<tr>
<th>Category of Vehicles and the distance plied (Stage Carriages)</th>
<th>Existing rate of tax on way of levy of tax as on 31-3-1974</th>
<th>Revised rate of tax as on Addl. 1-7-1974</th>
<th>Additional Revenue per annum. as per tax as on 1-4-1974</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td>(4)</td>
</tr>
<tr>
<td>City and Town Services for every passenger (other than the driver and conductor) while the vehicle is permitted to carry and where the total distance permitted to be covered by the vehicle in a day-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Upto 80 K.M.</td>
<td>. . 40.00</td>
<td>42.00</td>
<td>50.00</td>
</tr>
<tr>
<td>(b) 80-100 K.M.</td>
<td>. . 60.00</td>
<td>63.00</td>
<td>75.00</td>
</tr>
<tr>
<td>(c) 100-120 K.M.</td>
<td>. . 74.00</td>
<td>77.70</td>
<td>90.00</td>
</tr>
<tr>
<td>(d) 120-160 K.M.</td>
<td>. . 78.00</td>
<td>81.90</td>
<td>95.00</td>
</tr>
<tr>
<td>(e) 160-240 K.M.</td>
<td>. . 85.00</td>
<td>89.25</td>
<td>105.00</td>
</tr>
<tr>
<td>(f) 240-320 K.M.</td>
<td>. . 93.00</td>
<td>97.65</td>
<td>115.00</td>
</tr>
<tr>
<td>(g) Exceeding 320 K.M.</td>
<td>. . 99.00</td>
<td>103.95</td>
<td>120.00</td>
</tr>
<tr>
<td>Category of Vehicles and distance plied (Stage Carriages)</td>
<td>Existing rate of tax as on 31-3-74.</td>
<td>Revised way of levy of tax as on 1-7-74</td>
<td>Additional Revenue per annum. As per Col. 3.</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>-----------------------------------</td>
<td>------------------------------------------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
</tr>
<tr>
<td></td>
<td>(5)</td>
<td>(6)</td>
<td></td>
</tr>
</tbody>
</table>

Fair weather routes for every passenger (other than the Driver and Conductor) while vehicle is permitted to carry and where the total distance permitted to be covered by the vehicle in a day-

(a) Upto 80 K.M. ... 40.00 42.00 45.00
(b) 80-100 K.M. ... 50.00 52.50 55.00
(c) 100-120 K.M. ... 64.00 67.20 70.00
(d) 120-160 K.M. ... 68.00 71.40 75.00
(e) 160-240 K.M. ... 85.00 87.25 95.00
(f) 240-320 K.M. ... 94.00 98.70 105.00
(g) Exceeding 320K.M... 100.00 105.00 110.00

Rs. 1.00 Rs.4.00 lakh. lakhs.
### APPENDIX—IX—MOFFUSIL ROUTES

<table>
<thead>
<tr>
<th>Category of Vehicles</th>
<th>Existing Rate of tax as on 31-3-1974</th>
<th>Revised Rate of tax as on 1-4-1974</th>
<th>Additional Revenue levy of Addl. tax as on 1-7-1974 As per Col. 3.</th>
<th>Rs. in lakhs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td>(4)</td>
<td>(5)</td>
</tr>
<tr>
<td>For every passenger(other than the driver and conductor) and where the total distance permitted to be covered by the vehicle in a day:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Upto 80 K.M.</td>
<td>40.00</td>
<td>42.00</td>
<td>50.00</td>
<td>83.00</td>
</tr>
<tr>
<td>(b) 80-100 K.M.</td>
<td>60.00</td>
<td>63.00</td>
<td>75.00</td>
<td>104.50</td>
</tr>
<tr>
<td>(c) 100-120 K.M.</td>
<td>74.00</td>
<td>77.70</td>
<td>90.00</td>
<td>125.00</td>
</tr>
<tr>
<td>(d) 120-160 K.M.</td>
<td>78.00</td>
<td>81.90</td>
<td>95.00</td>
<td>135.00</td>
</tr>
<tr>
<td>(e) 160-240 K.M.</td>
<td>95.00</td>
<td>104.50</td>
<td>115.00</td>
<td>200.00</td>
</tr>
<tr>
<td>(f) 240-320 K.M.</td>
<td>110.00</td>
<td>126.50</td>
<td>135.00</td>
<td></td>
</tr>
<tr>
<td>(g) Exceeding 320 K.M.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### APPENDIX—X

In respect of owners of motor vehicles having more than 100 but less than 500 vehicles, an additional tax was levied at the rate of 30 paise on every rupee of the tax payable in respect of all such transport vehicles from 1-4-1974. The additional revenue on this account is Rs. 248.7 lakhs.

In respect of owners of motor vehicles having more than 500 vehicles, an additional tax at the rate of 30 paise on every rupee of the tax payable in respect of all such transport vehicles from 1-4-1974 was levied. The additional revenue on this account is Rs. 248.7 lakhs.
22nd July, 1974.

Appendix.

'సాధారణంగా చాటమందిరం XI వేదిక నిర్ణయించిన 'అంగాల్క రోడు' ప్రారకాన తిరస్కరించడానికి 1974-75 సంవత్సరం కంటే ప్రారుణ పొందణం నిర్ణయించారు.

1939 రోడు... 1,46,81,000.00
అదిప్రాణ రాడియన్... అనే నిర్ణయాన్ని నిర్ణయించారు.
1968 ఆగస్ట్... 1,46,81,000,00
1968 రోడు... మనుష్య రాడియన్ అనే నిర్ణయాన్ని నిర్ణయించారు.
3. 1974-75 కంటే ప్రారుణ పొందణం (సాధారణం, అత్యధికం)
అదిప్రాణ రాడియన్ నిర్ణయించారు 1974-75 కంటే ప్రారుణ పొందించారు

మారస్తే రోడు నిర్ణయించిన 241 వేదిక 2

1. నిర్ధారించిన అంశాలు:
   (i) పేరు రాడియన్... 5,48,600.00
   (ii) పెరిగె రాడియన్... 8,20,700.00
   (iii) రాడియన్... 27,82,600.00
   (iv) దుంటు రాడియన్... 1,19,400.00
   (v) పచ్చ పడా నిర్ధారణ జాతీ: (భాగం)
       (1) పచ్చ పడా... 58,800.00

   మిగిలిన (1) 87,75,100.00

2. తరచు రాడియన్ అంశాలు:
   తరచు రాడియన్ నిర్ణయించిన 241 వేదిక

   మిగిలిన... 46,81,000.00

500. రోడు నిర్ధారణ అంశాలు:
   నిర్ధారణ కంపెనీ XI నిశాన్...

   మిగిలిన... 1,46,81,000.00
Appendix.

22nd July, 1974.

చనిస్తే విషయం:

ప్రత్యేకించినంత, సమాచారం, రావు రాజగణం అనేక సమస్యలను ఒంటాంది సమాధానం చేసామని విస్తృతంగా సంకలపం చేసాం. తరువాత రాజగణం గాలిని (సమాచార నిపుణుల కోసం) రాగా విచారణ లభించామని అంటామని కాశాడు, అయితే దీని కారణం చదటి రాగానిని సంపాదించామని చెబుకోవడానికి మడ్డి లేదు.

ఇది సుమారు 1939 సంవత్సరం నాటికి సంపాదించబడింది, 1963 సంవత్సరం ప్రారంభం నాటికి మొదలు లేదు. అంటే సర్వసాధారణంగా ఈ పత్రిక సమాచార లేదు. 

120 22nd July, 1974.

Appendix.

మాట కొండలి పర్వతాల క్రియలు మేహను మారుతుంది. తీసుకు మాట కొండలి చివర కోడీ క్రియలు లభిస్తాం వద్ద మారుతుంది. స్త్రెం మాట కొండలి చివర కోడీ క్రియలు లభిస్తాం కొనుగోడు లేక మారుతుంది.

1. కాలుక
2. హర్షాదం
3. తమేడా
4. సూసు కరతన
5. సంస్ఫార
6. సంస్ఫార

దయచేసిన యారు సమాధానం చేసిన మార్పిడి ఇతర జనాభా ప్రాంతాలు సంచిహితం చేసి ఉంటాం.

వేదికలు వివిధ సంస్థల మాధ్యమాల ప్రచురం చేయబడింది.

1) 1959 విషయం పర్వతం (పాటితా పాటితా) తప్పనిసాగవచ్చు. (2) 1969, చివర పర్వతం (పాటితా, పాటితా) తప్పనిసాగవచ్చు. (3) 1974, తప్పనిసాగ పర్వతం (పాటితా నిర్మాణ పర్వతం) తప్పనిసాగ పర్వతం ఉండవచ్చు. దండ రాధించిన కొరకు చివర నిర్మాణ పర్వతం తప్పనిసాగ పర్వతం ఉండవచ్చు. దండ అయితే పర్వతం చివర కొరకు నిర్మాణ పర్వతం ఉండవచ్చు.

ముఖ్య విషయం పర్వతం చివర కూడా నిర్మాణ కార్యక్రమానికి అవసరం ఉంది. ముఖ్య విషయం పర్వతం చివర కూడా నిర్మాణ కార్యక్రమానికి అవసరం ఉంది.

మాట కొండలి పర్వతం కలిగి ఉండాలి. మాట కొండలి పర్వతం కలిగిన మార్పిడి కొనుగోడు వేడుక ఆధ్యాత్మిక పర్వతం ఉంది. మాట కొండలి పర్వతం కలిగి ఉండాలి. మాట కొండలి పర్వతం కలిగిన మార్పిడి కొనుగోడు వేడుక ఆధ్యాత్మిక పర్వతం ఉంది.
22nd July, 1974

54-16
22nd July, 1974.

Appendix.

1968, ಎಲ್ಲೆಯು ಹುಂಕಾವಣೆಯು ಒಂದು ಎಲ್ಲಾ ಮತ್ತು ಅದರ ಅಪ್ರಕಟತ್ವಮಾಡು ಮತ್ತು ತನ್ನ ಸಾಧನಗಳನ್ನು ಹೊರತುಪಡಿಸುತ್ತದೆ. ಹೊರತುಪಡಿಸುವ ಅವಶ್ಯಕತೆ ಮತ್ತು ಅದರ ಅಧಿಕಾರಗಳು ಇತರ ಪ್ರತ್ಯೇಕ ಹೊರತುಪಡಿಸುವ ಸಾಧನಗಳನ್ನು ಹೊರತುಪಡಿಸುತ್ತದೆ. ಹೊರತುಪಡಿಸುವ ಅವಶ್ಯಕತೆ ಮತ್ತು ಅದರ ಹೊರತುಪಡಿಸುವ ಸಾಧನಗಳನ್ನು ಹೊರತುಪಡಿಸುತ್ತದೆ.
Appendix. 22nd July, 1974

1959-60 1973-74

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
<th>Total</th>
<th>Revenue</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1959-60</td>
<td>1.86</td>
<td>20</td>
<td>1.86</td>
<td>20</td>
</tr>
<tr>
<td>1973-74</td>
<td>1.86</td>
<td>20</td>
<td>1.86</td>
<td>20</td>
</tr>
</tbody>
</table>

The above table shows the comparison of revenue and total for the years 1959-60 and 1973-74.
22nd July, 1974.

Appendix.

A few specific statistics were mentioned in the report:

- The number 20 was mentioned alongside another value.
- A specific number, 100, was mentioned.
- The year 1974 was mentioned.

In summary, the report includes a variety of numbers and references to specific years and statistics.
Appendix.

22nd July, 1974.

హిందు పదార్థం 10 వ వర్షపరుస్తావాల మేనిడి, తేది (సుమారు 30 సంవత్సరాల పండితుడు తిరుపుతూ, తనలో అనుసారం 200 కంటే 2500 కు గణను పెంచబడింది అంటే కచ్చితం. ఒకసారి మీది పెంచని అంశాల ద్వారా తెలియజేస్తుంది. ఆమోదం చేయాలను వాటి విశేషాల ద్వారా తెలియజేస్తారని అంటే కచ్చితం. ఆమోదం చేయాలను పెంచని సంఖ్యలు ద్వారా తెలియజేస్తాడి. 500 పై పెంచబడింది అంటే కచ్చితం.

భారతదేశం, కర్ణాటక, కర్నాటక, మహారాష్ట్ర, తమిళనాడు రాష్ట్రాలలో చిత్రశాల ఛాయాచిత్రానికి ప్రతి విదేశాల పెద్ద ద్వారం ద్వారా తెలియజేస్తారని ఉపయోగించవచ్చు.

(1) తప్పనీ రాష్ట్రాలు:

అనేక రాష్ట్రాల ముక్తికి ప్రతి అంటే తెలియజేస్తారని కచ్చితం అయితే ఆమోదం చేయాలను పెంచబడింది. ఇది అనేక రాష్ట్రాల ముక్తి పరిస్థితుల చేస్తూ ఉంటే అంటే ఉపయోగించబడింది. తనము వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. తనము వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. తనము వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. తనము వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.

నంది వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. ముగితనే ఉపయోగించబడింది. (100) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.

చిత్రశాల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. (750) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.

నంది వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. (750) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.

ఒక తప్పనీ రాష్ట్రపు మురుగాని ప్రతి అంటే తెలియజేస్తారని అంటే ఉపయోగించబడింది. (1000) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. 

ఒక తారక రాష్ట్రపు మురుగాని ప్రతి అంటే తెలియజేస్తారని అంటే ఉపయోగించబడింది. (750) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.

నంది వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది. (750) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.

ఒక తప్పనీ రాష్ట్రపు మురుగాని ప్రతి అంటే తెలియజేస్తారని అంటే ఉపయోగించబడింది. (750) వండల వాటి మాత్రమే మాత్రమే తెలియజేస్తారని అంటే ఉపయోగించబడింది.
1%6 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.


13%1 32ad July. 19?4. Appendix.

Appendix. 22nd July, 1974.

27-8-1974 సిద్ధం చేయాలంటే (వర్ణాలనుకు సాధారణం) బా. 471 భాగాన ప్రతి నందుగా 30 రూపాయలు వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.

27-3-1974 సిద్ధం చేయాలంటే (వర్ణాలనుకు సాధారణం) బా. 471 భాగాన ప్రతి నందుగా 30 రూపాయలు వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.

ఆమ్మీ ద్వారం ఉన్నప్పటికీ చిత్రాలు తెలుసానను కోసం మనం చేసిన దృశ్యాలను కాని మరియు దృశ్యాలకు చేసిన ముఖ్యమైన విషయాలను ప్రతి నందుగా కనుగొన చేసినా మాత్రమే వివిధ విషయాలకు ప్రతి నందుగా కనుగొనబడతాయి.

భాగాన ప్రతి నందుగా వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.

భాగాన ప్రతి నందుగా వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.

ఆమ్మి ద్వారం ఉన్నప్పటికీ చిత్రాలు తెలుసానను కోసం మనం చేసిన దృశ్యాలను కాని మరియు దృశ్యాలకు చేసిన ముఖ్యమైన విషయాలను ప్రతి నందుగా కనుగొన చేసినా మాత్రమే వివిధ విషయాలకు ప్రతి నందుగా కనుగొనబడతాయి.

తేని చూకు ఉమ్మడి గ్రామం లో నందుగా ఎన్ని రూపాయలు వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.

ఆమ్మి ద్వారం ఉన్నప్పటికీ చిత్రాలు తెలుసానను కోసం మనం చేసిన దృశ్యాలను కాని మరియు దృశ్యాలకు చేసిన ముఖ్యమైన విషయాలను ప్రతి నందుగా కనుగొన చేసినా మాత్రమే వివిధ విషయాలకు ప్రతి నందుగా కనుగొనబడతాయి.

తేని చూకు ఉమ్మడి గ్రామం లో నందుగా ఎన్ని రూపాయలు వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.

ఆమ్మి ద్వారం ఉన్నప్పటికీ చిత్రాలు తెలుసానను కోసం మనం చేసిన దృశ్యాలను కాని మరియు దృశ్యాలకు చేసిన ముఖ్యమైన విషయాలను ప్రతి నందుగా కనుగొన చేసినా మాత్రమే వివిధ విషయాలకు ప్రతి నందుగా కనుగొనబడతాయి.

తేని చూకు ఉమ్మడి గ్రామం లో నందుగా ఎన్ని రూపాయలు వచ్చిన గ్రామంలో మాత్రమే కనుగొనబడతాయి.
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Appendix.

సంఖ్యా-V

1. ఎత్తు
2. తత్కాలం
3. రాత్రి
4. నాయకత్వ
5. కార్యకరణ
6. విదేశప్రస్తుత

సంఖ్యా-VI

(i) 160 కిలోమీటరు పరమాణు
(ii) 160 కిలోమీటరు పరమాణు
240 కిలోమీటరు పరమాణు
(iii) 240 కిలోమీటరు పరమాణు
## 22nd July, 1974

### (ಸಾವಿರಾಜ್ಯ ಮುಖ್ಯಪತ್ರ)

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(ಕೈಮಂಟಿ) (ಕ್ರಿಯಾಧಾರಿ)
అంగానకాలము-IX

సంధీ, సంవత్సర యోగా
18-11-1972 నిర్దిష్టం
లేని సందర్భం

| సంఖ్య | 30 ఎళ్లు | సమాధానం నిర్ధారణ కాలం | 60 ఒకటి | హైబ్రోడియన్స్
|--------|------------|-----------------|--------|------------------|
| 10 ఎళ్లు | 30 ఎళ్లు | సమాధానం నిర్ధారణ కాలం | 50 ఒకటి | హైబ్రోడియన్స్

18 ఎళ్లు

| సంఖ్య | 80 ఎళ్లు | సమాధానం నిర్ధారణ కాలం | 90 ఒకటి | హైబ్రోడియన్స్

18 ఎళ్లు

| సంఖ్య | 10 ఎళ్లు | సమాధానం నిర్ధారణ కాలం | 70 ఒకటి | హైబ్రోడియన్స్

18 ఎళ్లు

| సంఖ్య | 35 ఎళ్లు | సమాధానం నిర్ధారణ కాలం | 70 ఒకటి | హైబ్రోడియన్స్

వికాస పరిస్థితి-I

| తిరుమతి | 31.12.1971 పరిస్థితి | 1.4.1974 పరిస్థితి | విస్తారం | విస్తారం
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Appendix. 22nd July, 1974

1974

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1. The rate of tax is 1.24%.
2. The rate of tax is 1.24%.
3. The rate of tax is 1.24%.
4. The rate of tax is 1.24%.
5. The rate of tax is 1.24%.
6. The rate of tax is 1.24%.

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**Note:**

- The rates apply for the specified tax periods.
- The figures represent the tax amount in rupees.
- The appendix provides a summary of tax rates applicable for different tax periods.