

SHRI BABUBHAI M. CHINAI: May I know from the hon. Minister, in view of the fact that we have sunk crores of rupees in the Kandla Port even though the traffic is not picking up and we have a free trade zone which is also not developing fast, whether the quest for a broad gauge railway from Broach to Kandla will be expedited so that it could cater to the whole of the area in the North like Gujarat, Punjab, etc. ? Also will the hon. Minister let us know whether there is a distinction made by the Railways in the matter of freight for cotton between Bombay port and Kandla port which also comes in the way of the development of Kandla port? Will this be done away with so that Kandla port can be developed and the free trade zone also can be developed?

SHRI RAJ BAHADUR: Sir, the hon. Member has expressed his view about the development of Kandla port. I can say this, Sir—not that I feel satisfied with the pace of progress or development of traffic—that the port has been developed, the facilities have been provided, but the traffic is not picking up. The reason is that there are two ports, Bombay still happens to be on the main line, and on the basis of railway freight trade and commerce find it easier and economical to go to Bombay than to Kandla. Then there is the hinterland of Kandla namely, Gujarat, South-West Rajasthan, West Ma-dhya Pradesh, etc. They are not routing their exports or imports through Kandla for reasons which have to be attended to by all the State Governments concerned. For example, I am told that the exports from Gujarat amount to a very sizable figure, to a Rs. 100 crores. But Kandla gets only 1%, that means, exports amounting to only Rs. one crore in a year from the whole hinterland of Gujarat State alone. Then he has spoken about the Kandla free trade zone. Although it was created in order to give fillip to traffic and 2 -15R.S.S./72

accelerate the rate of development of the port of Kandla, the fact remains that the special raw materials, semifinished goods and semi-processed goods, though they should have come to Kandla and been taken in sealed wagons next door to the free trade zone, they are coming to Bombay, and they are coming in sealed wagons to the Kandla free trade zone, and the finished products are again being taken to Bombay. And then, the reason is again the direction that trade and commerce has to take and the amount of attention that has to be paid by all concerned including commercial circles to the development of the traffic of Kandla. About the Bhuj-Kandla line the hon. Member should take it up with the Railways.

SHRI BABUBHAI M. CHINAI: This morning only the Railways say that there is no doubt that the goods go to Kandla but the return traffic is not available and therefore they face the difficulty.

SHRI RAJ BAHADUR: I thank you for the information. I know it.

BHAGAVATI COMMITTEE'S REPORT ON INLAND WATER TRANSPORT

- ♦481. SHRI KRISHAN KANT :† SHRI
SYED AHMED : SHRI D. P.
SINGH : SHRI KOTA PUNNAIAH
: DR. Z. A. AHMAD :

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

- (a) when was Bhagavati Committee's Report on Inland Water Transport submitted ;
(b) which of the recommendations of the Committee have been implemented ; and

†The question was actually asked on the floor of the House by Shri Krishan Kant.

(c) the reasons for not implementing rest of the recommendations?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI OM MEHTA) : (a) The Bhagvati Committee on Inland Water Transport submitted its report on the 27th October, 1970.

(b) and (c) Inland Water Transport being a State subject, State Governments are primarily concerned about the implementation of these recommendations. Out of the 32 schemes recommended by the Committee for development of inland water transport during the Fourth Five Year Plan period, 19 schemes consisting Rs. 5.97 crores have already been sanctioned. A statement indicating the present position in respect of various recommendations of the Committee is laid on the Table of the House [See Appendix LXXXI, Annexure No. 80].

SHRI KRISHAN KANT : May I know, Sir, from the hon. Minister regarding the first two recommendations whether the question of evolving a national transport policy is to be a very important function and whether it is being examined? And in the Fifth Plan, unless the transport policy embracing inland transport, road transport and rail transport is there, you will not be able to do it properly, and the problem of Bengal may arise. May I know, Sir, when they are prepared to bring forward a national transport policy? And out of the 19 schemes sanctioned as given in item No. 36, what are the schemes which have been accepted and what are the schemes which are not accepted? If not accepted, why not?

SHRI OM MEHTA: The question of a national transport policy is under

our active consideration and it is being discussed with the Planning Commission, and this will be taken into account while formulating 5th Plan. About the schemes which are being taken up, there are 19 schemes which have been taken up. If the hon. Member wants, I can give him a list of those schemes.

SHRI KRISHAN KANT : It may be laid on the Table.

SHRI OM MEHTA : AH right. We will lay it on the Table. There are 19 schemes which we have sanctioned and which are being implemented. There are other schemes on which also action is being taken and as soon as we get the reports from the States, they will also be implemented.

SHRI KRISHAN KANT: May I know what is the decision regarding connecting Calcutta with Assam via Bangladesh? Have the talks been resumed with Bangladesh? May I know whether any agreement has been arrived at and, if so, what is the position?

SHRI OM MEHTA: As the hon. Member knows, a trade agreement was signed with Bangla Desh and as a result a protocol in terms of article 5 of the trade agreement dated 28th March, 1972 has been proposed and it is under consideration in consultation with the Bangladesh Government.

DR. V. B. SINGH : The hon. Minister has stated the problem of the non-implementation of the road transport policy...

SHRI RAJ BAHADUR: We are now dealing with river transport.

MR. CHAIRMAN : If your question relates to road transport, please sit down.

DR. V. B. SINGH : I am talking of river transport. In this connection there has been a proposal before the country that rivers like the Ganges should be used. What has been done about that ?

SHRI OM MEHTA : We are using the Ganges from Patna to Ghazipur and we are already having the river service, for carrying goods.

SHRI K. P. SUBRAMANIA MENON : May I know from the Government whether the scheme of deepening and improving the inland water system from Trivandrum to Kozhikode has been taken up and what is the allocation made for that ?

SHRI OM MEHTA : I require notice.

MR. CHAIRMAN: Mr. Mukherjee, last question.

SHRI PRANAB KUMAR MUKHERJEE : The hon. Minister, in reply to a supplementary, has stated that article 5 of the protocol signed between Bangladesh and the Government of India will be implemented. In view of that may I know from the Minister whether the Inland Steam Navigation Company, which was operating the water route from Calcutta to Assam via Bangladesh, will be taken up ? That company is closed and as a result a few thousand employees are out of employment. May I know whether that route will be taken up and the company will start its operations in consultation with Bangladesh and, if so, by what time the opening of this route may be expected ?

SHRI OM MEHTA: Unless the protocol is signed, we cannot say anything about it. The business of the company was closed and most of the employees of the River Steam Navigation Company have been absorbed in the Central Inland Water Transport Corporation. As soon as the protocol is signed, we will be able to say whether the route will be opened or not between Calcutta and Assam.

REORIENTATION OF EDUCATIONAL SYSTEM

*482. SHRI CHANDRA SHEKHAR: SHRI KRISHAN KANT : SHRI D. P. SINGH : SHRI KOTA PUNNAIAH : SHRI SYED AHMAD : DR. Z. A. AHMAD :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

- (a) whether it is a fact that 25 per cent of India's graduates are jobless; and
- (b) if so, what attempts are being made to reorient the educational system so as to avoid such a situation in future?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN) : (a) and (b) A statement is laid on the Table of the House.

STATEMENT

- (a) The Census data of 1971, which covered about 70 per cent of the degree holders, shows that the proportion of unemployed graduates among those enumerated was as follows :

The question was actually asked on the floor of the House by Shri Krishan I Kant.