

(b) if so, whether any foreign travel documents were issued in his favour and if not, under what circumstances he had gone to Peking; and

(c) whether Government's attention has been drawn to the reports that he had been summoned by Peking sometime back for urgent consultations in connection with the so-called agrarian revolution in the tribal belt in Bihar and if so, what is Government's reaction thereto.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA):

(a) and (c) Government have no information that Shri Satya Narain Singh has escaped to China via Nepal, or that he had been summoned by Peking for urgent consultations. The Government have also seen a press statement issued by Shri Singh, refuting reports regarding his escape.

(b) Does not arise.

12 NOON

CHAIRMAN'S RULING RE GIVING ANSWERS TO STARRED QUESTIONS NOT ASKED BY MEMBERS

MR. CHAIRMAN : Starred Question No. 671 tabled by Shri M. P. Bhargava stood in the list of questions for oral answers yesterday (August 27, 1968). When I called the questioner, Shri Bhargava stated that he did not want to put the question. At that stage, Shri Rajnarain submitted that if a Member was present in the House and did not put his question, then other Members who desired to put supplementaries thereon would be deprived of their opportunities and he requested me to give a ruling in the matter. I promised to consider it and give my ruling.

I have since gone through our rules and precedents. Sub-rule (2) of rule 54 of our Rules makes it clear that a Member is entitled to state when his question is called that it is not his intention to ask the question and if he does so, according to our practice, the question is treated as withdrawn and is not printed in the Official Debates.

I would, however, also refer to sub-rule (3) of Rule 54 to which Shri Rajnarain drew my attention after the Question Hour. This sub-rule provides that if on a question being called it is not put, the Chairman, at the request of any Member, may direct that the answer to it be given. Thus, in appropriate cases, the Chairman may, on a

request by another Member, direct that answer be given to a question even if a Member, who has tabled the question states in the House that he does not want to put the question. I must, however, make it clear that this direction from the Chair will be given in exceptional cases only and not as a matter of course.

श्री राजनारायण (उत्तर प्रदेश) : श्रीमन् हम इसीलिए खड़े हुए थे कि कल की बात जाज पक्की हो गयी।

MR. CHAIRMAN: I have given the ruling.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

HEAVY SILTATION PROBLEM IN PARADEEP PORT

SHRI BANKA BEHARY DAS (Orissa): Sir, I call the attention of the Minister of Transport and Shipping to—

(i) the heavy siltation problem in Paradeep Port due to lack of proper attention by the Government of India and consequent diversion of ships coming from Japan to other ports from Paradeep, and the discontent arising therefrom amongst the people of Orissa;

(ii) the recent visit of an expert team to study the problem, and the action being taken by Government on its recommendation during the current year to restore the port to its former depth.

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO): Mr. Chairman, Sir, concern has been expressed by many Hon'ble Members about siltation at Paradip Port resulting in diversion of some ships to other ports.

The Paradip Port Trust notified on the 14th August, 1968 that ships drawing upto 28 ft. only could enter the port. Ships with permissible draft upto 28 ft. continue to call at the port. A ship called at the port on the 21st of this month and left on the 22nd. Two more ships were expected on the 25th and the 27th of this month. One ship drawing more than 28 ft., due on the 16th August, 1968, had to be diverted to Madras.

Necessary measures for maintaining the requisite drafts at the port such as continuous maintenance dredging by a hopper trailer suction dredger and by a shore based sand pump-cum-dredger were planned as part of the Port Project. The order for the maintenance dredger was placed in June, 1963 with expected delivery by September, 1965, so that maintenance dredging would be possible from the date the capital dredging was completed. However, due to reasons beyond the control of the port authorities, the delivery of this dredger was considerably delayed and could be effected only in January, 1968. Locating suitable manufacturers of the sand pump also took considerable time as there was no response to repeated global tender enquiries. The order for the sand pump could be placed only on 30th November, 1965 and it was delivered by the third of week of July, 1968.

As soon as the Government of India took over the Port on 1-6-1965, a high level committee, known as Paradip Port Committee was constituted. At its very first Meeting on the 6th June, 1965 the problem of siltation at the Port was considered and a contract was awarded to a Yugoslav firm for maintenance dredging. The firm's dredger worked in February-March, 1966 and removed 1.2 lakhs cubic metres of siltation.

After the monsoon of 1966, dredger 'MOHANA' belonging to the Calcutta Port Commissioners was sent to work at Paradip. It cleared 1.95 lakhs cu. metres of siltation.

On 19-U-1966, when Paradip Port was opened to traffic, the available draft was about 34 ft. Since then till 10-7-68, the port has been allowing ships drawing up to 34 ft., in spite of some construction in the entrance channel.

After the monsoon in 1967, dredger 'MOHANA' worked at Paradip in September, 1967 and removed 1.92 lakhs cu. metres of silt. A cutter suction dredger, belonging to the Minor Ports Dredging and Survey Organisation was sent to work at the Port in January, 1968. The hopper suction dredger, KONARKA, meant for maintenance dredging at the Port was also received at this time, and has been immediately put to use.

Because of the heavy backlog of siltation and the littoral drift during the recent monsoons the draft has fallen from 34 ft. before

10th July, 1968 to 32 ft. on the 10th July 1968, and to 28 ft. on 14th August, 1968. The situation was considered at a meeting with the Chairman of the Paradip Port Trust on 29-6-1968 and thereafter at an Inter-Ministerial Meeting on the 2nd August 1968. Pursuant to the decision at the latter meeting, a Team of Experts was constituted on 7-8-1968 to make an immediate inspection of the site and recommend remedial measures. The Team submitted its report on 20-8-1968, making certain long-term recommendations and some short-term recommendations for immediate implementation.

In keeping with these recommendations immediate action has been taken to send Calcutta Port Commissioners dredger 'MOHANA' once again to Paradip. This dredger left Calcutta on the 23rd for Paradip and has started dredging since the 25th. Secondly, arrangements have been made to expedite the completion of guarantee dry-docking repairs to the maintenance dredger, KONARKA, of the Paradip Port. Thirdly, arrangements have been made to arrange for a nozzle to be fitted to the drag head of this maintenance dredger to facilitate stationary dredging where necessary. In addition, the possibility of increasing the output of this dredger by working extra shifts is also being explored.

With measures already taken, it is expected that the draft will improve to 30 ft. by 8th September, 1968 and thereafter to 34 ft. as expeditiously as possible.

To resolve the problem of backlog dredging, preliminary discussions were held on the 21st and the 22nd August, 1968, with potential foreign contractors for arranging contract dredging. They have been advised to send immediately their technical experts to the site to study the requirements and to make firm quotations before the end of this month.

SHRI BANKA BEHARY DAS: Mr. Chairman, because of this neglect of the Ministry—whether it is the Transport Ministry or the Finance Ministry of the Government of India, I am not concerned—this draft of the port came down to 28 feet and the channel's width also came down from 600 feet to 250 feet. The Sukrani Study Team has reported—and I want to draw the attention of the Minister to this fact—that :

"Dredging of the channel and provision of sand traps should be implemen.

[Shri Banka Behari Das] ted immediately. Otherwise it is likely that the Port will be severely affected. Immediate action should be taken to get these works executed and completed by the end of March, 1969 by Contract dredging.

"Direct negotiations should be entered into by the Port with the dredging contractors presently working at Madras and Visakhapatnam. This has been recommended taking into view the very limited time available for completing the dredging of the navigable channels and the sand traps by the end of March, 1969 and the saving that may result in the mobilising cost of the dredger and ancillary equipment from abroad."

Then only the port can handle vessels of 35,000 DWT. and on completion of widening of the turning circle and restoring it to their original depth vessels of 60,000 DWT can be handled. May I know from the Minister whether he can give us an assurance that these works will be completed before March, 1969, namely:

- (i) capital dredging of the channel with a provision of sand traps because there was no provision of sand traps earlier;
- (ii) widening the turning circle to 1,725 ft.; and
- (iii) erection of sand pumps that has not been done up till now.

May I know, Sir, from the Minister to make this port effective and restore it to the former depth is he going to negotiate with all those firms from which he has asked for tenders? Again the three points are:

- (i) capital dredging with provision of sand traps;
- (ii) widening of the turning circle to 1,725 ft.; and
- (iii) erection of sand pump which is already constructed so that it can be completed before the end of this year.

DR. V.K.R.V.RAO : Sir, the negotiations which have to be made with foreign contractors will only relate to capital dredging because the other things are not their *concern*. The work is already proceeding as the hon'ble Member knows. The sand pump was ordered. It should have

come long ago. But it came, only in July this year, and having come, it has come in a damaged condition. Therefore, we are trying to get repairs effected to this damaged sand pump. We have cabled to the company in Holland and we are hoping that it will be all right by March, 1969.

Action is already being taken for preparing sand traps from which this sand could be dredged. Regarding capital dredging there are two things, Sir, which are included there. One is actually restoring the depth of the channel. The other is the widening of the turning circle. On both of these we are trying to find out from the contractors. They have been asked to go to the spot. Three parties are interested. Apart from the Dutch who are doing the work now in Madras, the Japanese are also interested. I am told the Yugoslavs are also interested. They are doing some work at Haldia at the moment. They have been requested to go to Paradeep and give us estimates. After we receive their estimates, then—I am sure the hon'ble Member knows as well as I do—the matter has got to be taken up with the Finance Ministry.

I have already expressed my opinion in the other House and I say in this House that without the capital dredging of the magnitude recommended in this Committee's report and without doing it with reasonable expedition it will be difficult to fulfill the expectations of the Paradeep port which were responsible for being taken over by the Central Government.

SHRI BANKA BEHARY DAS: Mr. Chairman, of course, I could not get any assurance about March because that date-line is important in view of the South-West monsoon; otherwise that date-line is not so very important from other points of view. But I want to know from the Minister, though he is taking interest, I am very sorry to say that the International Port Development Association—he said this in the other House,—submitted their report in August last only. But I can remind him that when they visited in February, 1968 the Paradeep Port, they opined before your officers—I am exactly quoting those words—

"We were given the impression that it is the 'deepest and newest' port of India. But after seeing we were disappointed."

The reasons for disappointment they have mentioned are:

- (1) it has been badly neglected;

- (2) normal scientific arrangement of dredging has not been provided;
- (3) organisation lacks experienced persons excepting one or two persons;
- (4) minimum amenities of road, telegraph, etc. are absolutely absent;
- (5) every day the situation is deteriorating very speedily.

Though the report reached him in the month of August, they have opined like this in the month of February. I am very sorry to say that because of the neglect of the department this Port was affected so seriously. For future I would like the Minister to give an assurance that all these aspects will be taken into consideration and the report of the International Port Development Association as regards amenities, scientific arrangements and all these things will be provided at the earliest opportunity so that the aspirations of the people of Orissa so far as the Paradeep Port is concerned will be fulfilled.

DR. V. K. R. V. RAO : Sir, I must frankly confess that I do not know what he has read out from; whether it is some office notings or what I do not know. But when the expert team met me and had some discussions, all these points which were now read out by the hon'ble Member were not brought to my notice. My information regarding the Paradeep Port, as far as the harbour team is concerned, was available only after the full report reached my hands. But, Sir, I should like, with great respect, to tell the hon'ble Member that the Ministry has been trying its best to deal with the problem within its limitations. I will give one example. We could not, of course, have a dredger. If the dredger had been constructed and made available in time, as was expected to be, and if the sand pump also could have been ordered and come in time, there would have been absolutely no problem regarding the Paradeep Port. But as far as the dredger is concerned it is not on the shopping list that you can go to a shop and buy it. It has to be ordered. And the dredger was ordered. It is the first time that we are constructing a dredger of this dimension in India. This was being constructed at the Garden Reach Workshop. Therefore, they took much more time than was expected. We got the dredger very late.

Regarding sand pump, again nobody could do it in this country. We wrote to the Trade Commissioners of all the foreign | 4-33 R.S./68

countries here. No answer. We advertise and invited global tenders. No answer, no response. Ultimately we were told that one Dutch firm could do it. Then we had to persuade that Dutch firm, negotiate with them. They said they will do it in twenty months. Actually, they took more than twenty months. And unfortunately when it came it was found in this damaged condition. Therefore, there is a series of situations which came in. I hope I am not a superstitious man, otherwise one might almost think, that some kind of evil star has been dogging this Paradeep Port since its inception.

SHRI BANKA BEHARY DAS : I hope you do not believe in astrology.

Prof. V. K. R. V. RAO : Since I am not a superstitious person—and I hope my hon. friend is not superstitious either—I do not advance any such explanation. But in the meanwhile let me tell the House what we did. When we found that the maintenance dredger was not there, we extended the contract of the Yugoslav firm which had completed their capital dredging. We said, "please go on for two months more". They dredged it and then went away.

In the monsoon no dredging could be done. After the monsoon we asked the Calcutta Port Trust 'Mahona' to go to Paradeep to dredge the channel and the turning circle. Then we declared the port for public use. By that time the draft of the Port was 34 ft. And please remember that 34 ft., which was the draft with which we commissioned the port, has been maintained right up to some time in July. It is only from July that the draft started falling very sharply and we ourselves were very much bothered about that. When this Konkarka maintenance dredger came we used it. There are two M.O.T. dredgers. One dredger was working in Gujarat. There were no pipelines. We borrowed the pipelines from Kandla. We got the dredger. We sent it to Paradeep in the hope that it will be effective but there are swells in Paradeep. I am told that swells in Paradeep, especially near the channel, is 5 ft. to 7 ft., whereas this dredger could only work in swells of 2 ft. to 3 ft. However, we took the dredger there. It worked for some time. It was almost in danger of being sunk. Then we used it for doing some desilting within the basin and ultimately we had to return the dredger back to Kandla. I am saying all this, Sir, to show that

[Prof. V. K. R. V. Rao]

the Ministry has not been negligent. Not only that, for capital dredging we asked Paradeep for estimates. They sent us proposals. The proposal came from them on our suggestion. After the proposals came, naturally when we took it up with the Finance Ministry, the Finance Ministry I think, quite legitimately asked for the details of the project, the justification and the quantities involved *etc.* etc. So we appointed an expert committee. This committee went to Paradeep on the 7th, spent four days collecting all informations and I think, Sir, the report of this committee was written in a day which is quite a remarkable record for any Government expert committee. We received it on the 20th night. Even before that, on the 20th evening itself, I had discussions in my house with the Secretary, the Development Adviser and other officers and we chalked out the line of action that we should take almost on a war-footing, because, you see, the Calcutta dredger is already there; it came there and it is already dredging; the KONARKA is going to come in the first week of September; and I am pretty certain that within a very short period, the original draft of 34 feet would be restored. But this time, I am not going to stop with the restoration of the original draft of 34 feet. That is the reason why we are taking up this question of capital dredging or contract dredging. And when this is taken up, I am sure the Finance Ministry will be responsive to the requirements of the port when the capital dredging is completed. By that time—we have got our maintenance dredger—our sand pump would have been installed. And I am quite certain that Paradeep port will fulfill the expectations of the people of Orissa and my Ministry entertain for it.

SHRI LOKANATHMISRA (Orissa) : Sir, the hon. Minister has taken great pains in explaining to the House what he has been able to do recently or what he has tried to do recently. But from all the statements he has made, I could not make out one fact, *i.e.* whether he knew, or his experts in the Ministry knew, that the Eastern Coast has a high rate of siltation, and the siltation rate at times is also very uncertain in this Eastern Coast. If they knew that, was it not their duty, when the Paradeep project was conceived, to advise that capital dredger and maintenance dredger are necessary for the maintenance of the port? Was such an advice given to the people who went ahead with the project? That is number one. Number two, supposing they

make the port as deep as it was, after the dredging, will the port with the existing berth be as effective, as a deep-sea port, as they expected it to be? Without the berths again there would be further difficulties in the normal working of the port. Then it would be brought to his notice and then he might be able to do something. But these things have to be visualised in long-term planning. A person like Dr. Rao who believes in planning, can visualise things five years hence or ten years hence. So, does he not feel that by the time the original depth is restored in the Paradeep port, a second cargo berth would be an absolute necessity? And what is he doing about it? Thirdly, Sir, when I spoke on the Railways the other day, I said that I had my apprehensions that there is somebody either in the Ministry of Finance or in the Planning Commission who is standing in the way of Bimlagarh-Talcher line. I know the Minister was doing his bit in the matter. Now, unless Paradeep, Talcher and Bimlagarh are connected, iron ore, for economic reasons, if not for anything else, would be diverted to Haldia because that would be cheaper. Nobody can force either the exporters or the businessmen to carry it to Paradeep port only because it is ready when a more economic port is available to them. With the present railway line, it has to be diverted *via* Kharagpur, and Haldia comes much earlier than Paradeep. Therefore, what further action has the hon. Minister taken to persuade the Finance Ministry and the Planning Commission to provide that railway line? Then, Sir, you must also be knowing that the Orissa Government had spent Rs. 15 crores on this Paradeep port. It is a dead capital amount. The Government of India did not reimburse it. They said "You will only get it from the Paradeep Port Trust when it starts earning". So at each stage, Paradeep's progress is being blocked, and at the same time they tell us that the Orissa Government has to realise a huge capital like Rs. 15 crores. For a small State like Orissa with meagre resources, Rs. 15 crores is a big amount. That is a dead capital now

I and the Government of India on the one hand advises us to realise the money from the Port Trust when it begins earning profit, and on the other, they go on cutting at the roots of the Paradeep Port as far as possible. I would like to know what the reaction of the hon. Minister, Dr. V. K.

I R. V. Rao, is on all these matters.

PROF. V. K. R. V. RAO: Sir, I must say that I have always maintained the highest respect for what I thought was a very stable and very sober and balanced view that our distinguished Member, Shri Lokaaath Misra, has taken in public affairs (*Interruption*) I thought he being a Member of the Swatantra Party would be even more balanced than perhaps, for example, Members of my party

DR. B. N. ANTANI (Gujarat) : Thank you for the compliment.

PROF. V. K. R. V. RAO : But I am a little surprised, Sir, at the kinds of things that the hon. Member has stated, that the Government of India is cutting at the root of the Paradeep port and so on.....

SHRI LOKANATH MISRA : Not you.

PROF. V. K. R. V. RAO : Not me. It is not me; I do not count; I may be here to day, I may disappear tomorrow. I am talking of the Government of India. It so happens that at the moment I am standing in this particular seat. But we are talking of the Government, not of Mr. V. K. R. V. Rao. And I can assure him categorically that the Government of India has no intention of cutting at the root of the Paradeep port. On the contrary, the Government of India is extremely anxious to see that the Paradeep port is so developed that it becomes not only one of the major ports in this country but also one of the most profitable major ports in this country. I hope the hon. Member will accept that assurance and not keep on entertaining doubts in his mind that something is going to happen to Paradeep. I was a little surprised, Sir, that Haldia was mentioned, if I am not mistaken, by the hon. Member here or by some other friend in the other House. I do not know why Haldia. Haldia is far away. Somebody thought that ships had been diverted to Haldia. But Haldia is still coming into existence. It is under construction. But one Member suggested that the ships had been diverted from Paradeep to Haldia. I think, Sir, Orissa need not have Haldia on its mind. Haldia is going to save Calcutta. As far as Paradeep is concerned, there is no competition between Paradeep and Haldia. And I think we must right at the beginning nip in

the bud the evolution of such fancy ideas which will only result in stimulating inter-State feelings rather than solve the problem. I would like to tell him what we have been doing to help the Paradeep port. Apart from this draft question, we had sanctioned money for the completion of the Express way. I do not want to hit the hon. Member below the belt, but I think he is aware that though money was sanctioned, all the money was not spent for the purpose for which it was sanctioned during the last year. So steps are being taken by the Orissa Government to complete the Express way. This Express way will function. The Cuttack-Paradeep railway line has also been sanctioned. That line is expected to be operating within the next three years. And for those three years, we want to see that the port continues to get custom and so we got special sanction for the completion of this highway, though after the railway line is completed, this highway will not have the same use for the Paradeep port as it has got now. We did it in spite of that because we wanted to see that Paradeep port did have traffic to serve. Then, Sir, I would also like to tell the hon. Member that regarding the second berth, he knows and I know and all Orissa friends know that we have been for the last so many Months pursuing the subject.

We had called a special team. A special traffic report was made and then we asked for proposals from the Paradeep Port Trust. In this matter, Sir, I would also like to mention this. We have some difficulties regarding the management of the Paradeep Port Trust. We were anxious to get an officer from Orissa to be in charge of the Paradeep Port Trust. We did succeed in getting one after some time. And then there were lots of complications and troubles and that officer went back and now we succeeded in getting another Orissa officer as Chairman of the Paradeep Port Trust and we hope that he will function with all the efficiency and dynamism which a new port like Paradeep requires. But I must say that the administration of Paradeep Port also has a very small share, if I may say so, of all that has been happening in the last few months. Then, Sir, we asked the Paradeep Administration to send us proposals. And when you go before the Finance Ministry with your project there will be a lot of reasoning, estimates,

[Prof V.K.R. V.Rao]

tc. They asked for some clarifications. It is normal for the Finance to ask for clarifications. So a clarification was asked for. We asked for further details and I very much hope—but I do not want to give an assurance because then I have got to fulfil it—that the second cargo berth or the general cargo berth will come, at least will be sanctioned—it will take some time to construct it—before the restoration of the Paradeep Port to its original draft is completed. I hope, Sir, after this long explanation of mine, my honourable friend will rest assured that the Government of India is deeply interested in the welfare, upkeep, maintenance, expansion and prosperity of the Paradeep Port, and not have any suspicions.

SHRI G. RAMACHANDRAN
(Nominated) : Sir, . . .

MR. CHAIRMAN : Mr. Rama-chandran, I shall call you. There are a few more Members who have given their names for this Calling Attention Notice. They must be called first before I call others.

SHRI G. RAMACHANDRAN : Sir, I shall only take two or three minutes.

MR CHAIRMAN : All right, all right.

SHRI G. RAMACHANDRAN :
The Minister of Shipping seems to be having a field day today. I seldom heard in relation to a Calling Attention Notice of this kind such long speeches from the Minister and long questions, which are not questions at all, but speeches,—from the speakers on this side. One thing I would like to know, Sir, is, my friend on the right quoted from the opinion of the International Shipping Development Association; he produced five points, very damaging, in regard to the way the Port is being looked after and the Minister said, "I do not know from where he got those quotations or extracts." The people, who made these remarks, met him earlier and he has a full-length report in his hand. Yet he does not know from where the Member got those points which are so damaging. Will the Minister call for those files which my friend produced and find out, how it is that these damaging statements have been made of which he is not aware at all ?

PROF. V. K. R. V. RAO : Sir, I think there is some misunderstanding on this. The report I have got, of which I have placed copies in the library of the House and copies have been made available to the members of the committee, was received only a few days ago. It is a very important document. We are studying it in detail. Now, the Team, before they left, did see me for an informal chat. They made it very clear, they would be making their report later on—and they were with me for about an hour and a half or two hours. When we were discussing, all that I told them was to be absolutely frank, to conceal nothing and to give all the facts so that it may help in taking the necessary action. This was the main purpose of our discussion and they made a number of general points. They did not discuss port to port. They were not discussing the position of individual ports. I do not know whether they discussed the position of individual ports with officers in my Ministry; but no record of any such meeting has been placed before me. That is what I meant. I am not quite certain whether all those various points that he made were actually mentioned or not. Of course, as I go back, Mr. Chairman, I am bound to ask, I am bound to find out whether there is such a noting, whether there was such a meeting and if the meeting was held why it was held and why I was not informed, etc. etc. But the real substance, the pointed substance is this, the Ministry has not been neglecting because these very officials—whether they showed me any record or not, is a different matter—have been trying their best to see that *ad hoc* arrangements were as successfully implemented as possible for dealing with the problem of siltation. I do not want to repeat myself. I have already given a long account of that to the House as to the action taken by the Ministry.

MR. CHAIRMAN : Unfortunately there is a habit that Calling Attention Notices are becoming Motions where debate is taking place on both the sides. I would request the Members not to have it in the form of a debate, but put questions for clarification and for eliciting information.

SHRI K. C. PANDA (Orissa) i With all the assurances of the honourable Minister, we should also carry an assurance to Orissa that there will be no injustice done to the Paradeep Port's development. But I have got a small question to ask the Minister. A sand pump was ordered for and as far as my information goes, a representative of the company which supplied it, Was there. But after his departure, the sand pump was opened and it was found to be defective. I want to know whether this is a fact. And for the small parts that required to be replaced a subsequent order had not been placed for a long time or it had been placed after a long lapse of time and due to the non-working of this sand pump, on the right side of the entrance there has been sand siltation up to 10 feet below the sea-level whereas on the left side of the port, erosion is taking place threatening even the pillar posted by our honourable Prime Minister and the foundation of the Guest House is also in danger. This is number one.

Number two. According to the reports of the Expert Committee, it is found that due to lack of certain amenities the port is not thriving well and also—W3 know, that is a fact—some petty officers including higher officers are reluctant to go to the port because, there are no school, and hospital facilities and other amenities are not there. I want to know whether it is not the duty of the Ministry to develop the area up to the extent of so aluring these employees and the workers of the port that their children and their families will not feel helpless because during at least six months or so they remain quite away from the populated towns and area because of lack of communication.

Number three. Sir, from what I hear, there are proposals for developing the port and I find the estimate for the maintenance of the port area is not adequate. I want an assurance from the Minister whether he is agreeable to revise the estimate for the current year to provide for necessary amenities and facilities for the staff and for the working of the port. I do not want to take much time because the necessary questions have been answered. I want an assurance from the Minister on these three points.

PROF. V. K. R. V. RAO i Sir, I am trying to recall the questions. One question was whether a representative of the foreign company which supplied the sand pump was present when the sand pump was received and whether it was opened after he had left. I do not know, I am afraid we do not get all these details. Even though We are a vigilant Ministry, we do not get all these details as to when the package was received, whether it was opened in his presence, etc. etc. I shall certainly find out if that is so. But as regards the second part of the question when he said that order for parts had been delayed for a long time, I am afraid, that is not correct, because of the fact that the damage was found after it was opened. It was received only in July 1968 and the moment it was found that some parts were damaged, action has been taken. They immediately told us. We have also cabled the foreign firm and we are trying to expedite the despatch of the spare parts or the parts to be repaired so that the sand pump would function by March 1969.

Then regarding the subject of erosion, as a matter of fact, Sir, we know, erosion would take place in Paradeep. In fact, I went last year to Paradeep and I saw for myself that the tablet has been removed because of erosion. Only the pillar was there. We immediately took action. We sent our Development Adviser and I think, 50 lakhs of rupees was sanctioned for the purpose of putting up a sea-wall and my information is this that the sea-wall has been practically completed. To that much extent it has a very good effect in preventing further development of erosion in these particular areas. But ultimately, unless we have the sand pump working and feeding the other part—the northern part—of the shore with the sand, you will not get a permanent solution for this problem of erosion.

Then, Sir, the second question which he asked me was that a number of things are required for developing the port. Of course, a number of things are required for developing the port but they do not all fall within the purview of the Central Government. I know there is a great wave of Governor's Rule being imposed in many States. I am sure the hon. Member does not want that Governor's Rule in Orisa which has got a very good Government functioning

[Prof. V. K. R. V. Rao]

there. I am sure the hon. Member does not want the Central Government to take over the functions of that very good State Government which is functioning in Orissa. Therefore I am afraid he should address himself to his own State Government to see that necessary facilities are provided there and some development takes place. Today there is nothing there. I have gone there and seen that there is absolutely nothing there, no industry, nothing within reach. As far as we are concerned, we have sanctioned a railway line and we gave money for some other things. Now the State Government should try to see that some industrial estate is developed there and some industries are set up there and for that purpose some incentives have got to be given. I would beg of my hon. friend there to join his efforts with ours in seeing that the State Government takes expeditious action for the development of the Para-deep area.

Then, Sir, his last question about the provision for the current year is there to be answered. Sir, to the best of my knowledge no request has been made for the revision of the current year's financial provision, but I shall certainly look into this question and if more money is needed for this year, we will certainly take it up with the Ministry of Finance.

SHRI SUNDAR MANI PATEL (Orissa) : Mr. Chairman, at the outset, I must thank the hon. Minister for the interest he has shown for Paradeep. It is all right provided his Department is sincere in implementing the same. Now question is this : What was the original draft of the port and what are the recommendations with reference to the restoration of the original draft by the expert committee and when are these recommendations going to be implemented ?

PROF. V. K. R. V. RAO : Sir, the original draft was 42'. When the port was actually commissioned, the draft was only 34'. It is now proposed not only to restore the draft to 34' but to take it back to the original figure of 42'. For that purpose the recommendations which have been made are these :

"As stationary dredging by the Port's dredger is required for maintaining sand traps, a nozzle should be ordered

immediately to be provided to the drag head of the dredger."

That has already been done, as I have stated in my statement. Then the recommendation is :

"To provide safe navigation, the existing turning circle should be widened from the present 1100' to 1725' diameter. The quantity involved in this work has been assessed at 18 lakh tons."

Then the third one is :

"To restore navigable channel to 600' and to its original depth of 42' immediate action should be taken to clear backlog maintenance dredging, which has been assessed at 11,02,474 tons, by contract dredging."

Now these are the two major things which would mean something like 29 lakh tons; so much dredging has to be undertaken. Now that cannot be done by any maintenance dredger, that involves contract dredging. In this connection I have already told the House that we are carrying on negotiations with these foreign firms and after their estimates are received, we will make out a case. We are hoping that the Government of India will take an expeditious decision with regard to this.

SHRI BRAHMANANDA PANDA (Orissa) : Sir, many things have been expressed here by the hon. Members. But my question is a very innocent one. I believe the Professor is a walking encyclopedia on planning and I hope he will furnish the information. Sir, I understand that the tentative Plan expenditure for major ports in India is about Rs. 230 crores. How much has been allotted for Paradeep ? Secondly, I would like to know from the Minister whether these components of the Port such as cargo berths and housing facilities mentioned in the original Project Report for Paradeep have been included in the Fourth Plan.

PROF. V. K. R. V. RAO : Sir, regarding the first question, how much has been tentatively provided for Paradeep out of the Rs. 230 crores which he mentioned, I have to say that we have not yet finalised our own thinkin regarding what the provision for port

should be in the Fourth Plan. When that is done, I will be able to indicate to him what will be provided for Paradeep. As regards the second question, namely, housing and general cargo berths, we certainly propose to provide for both of them in our Fourth Plan and already sanction has been given to the Paradeep Port Trust to go ahead with a number of housing schemes.

SHRI N. PATRA (Orissa) : Sir, the heavy siltation problem is not only confined to Paradeep; it is a general feature; it is not a temporary thing also; it is a permanent feature. Therefore some long-term measures have to be evolved. I want to know whether his Ministry is contemplating to have a Central pool of dredgers, so that in exigencies they may not go in for global tenders and face difficulties. Therefore my suggestion is that Government should have a Central pool of dredgers. May I know whether the Minister is contemplating to establish a Central pool of dredgers ?

PROF. V. K. R. V. RAO : Yes, Sir. A decision has been taken in principle to establish a Central pool of dredgers and we are now trying to get two dredgers from outside on a barter basis and then we will take steps for constructing other dredgers within the country.

PAPERS LAID ON THE TABLE

- I. CERTIFIED ANNUAL ACCOUNTS (1966-67) OF THE INDIAN INSTITUTES OF TECHNOLOGY, BOMBAY
- II. ANNUAL ACCOUNTS (1966-67) OF THE UNIVERSITY GRANTS COMMISSION AND THE AUDIT REPORT THEREON

THE MINISTER OF EDUCATION (DR. TRIGUNA SEN) : Sir, I beg to lay on the Table—

(a) A copy of the Certified Annual Accounts of the Indian Institutes of Technology, Bombay, for the year 1966-67, under sub-section (4) of section 23 of the Institutes of Technology Act, 1961. [Placed in Library. See No. LT-1970/68.]

(b) A copy of the Annual Accounts of the University Grants Commission for the year 1966-67, together with the Audit Report on the Accounts, under sub-section (4) of section 19

of the University Grants Commission Act, 1956. [Placed in Library. See No. LT-1840/68.]

ANNUAL REPORT (1968)—PART I OF THE REGISTRAR OF NEWSPAPERS FOR INDIA

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI NANDINI SATPATHY) : Sir, I beg to lay on the Table a copy of the 12th Annual Report of the Registrar of Newspapers for India—'Press in India, 1968—• Part I.' [Placed in Library. See No. LT—1932/68.]

THE WEST BENGAL RICE (MOVEMENT CONTROL) SECOND AMENDMENT ORDER, 1968

SHRIMATI NANDINI SATPATHY : Sir, on behalf of Shri Anna-saheb Shinde, I also beg to lay on the Table, under sub-section (6) of section 3 of the Essential Commodities Act, 1955, a copy of the Ministry of Food, Agriculture, Community Development and Co-operation (Department of Food) Notification G.S.R. No. 1547, dated the 20th August, 1968, (in English) publishing the West Bengal Rice (Movement Control) Second Amendment Order, 1968. [Placed in Library. See No. LT-1948/68.]

- I. ANNUAL REPORT (1967-68) OF THE CENTRAL VIGILANCE COMMISSION AND RELATED PAPERS
- II. MINISTRY OF HOME AFFAIRS NOTIFICATION PUBLISHING AN AMENDMENT IN SCHEDULE III TO THE INDIAN POLICE SERVICE (PAY) RULES, 1954
- III. REPORT (JANUARY, 1965—JUNE, 1966) OF THE COMMISSIONER FOR LINGUISTIC MINORITIES

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI K. S. RAMASWAMY) : Sir, I beg to lay on the Table—

(i) A copy of the Fourth Annual Report of the Central Vigilance Commission for the period April, 1967 to March, 1968 (English and Hindi versions), together with a Memorandum explaining the reasons for non-acceptance of the Commission's advice in two cases.