

PROF. V. K. R. V. RAO: Yes, Sir. The Government of Madras as well as a number of non-official bodies and persons have been representing to us that the work should be expedited and the harbour completed as quickly as possible.

SHRI M. P. BHARGAVA: May I know, Sir, whether it is a fact that it is not possible for this port to function without a dredger and that a dredger belonging to this port was recently drowned? If these are facts, may I know, Sir what steps are being taken to replace the dredger which was recently drowned?

PROF. V. K. R. V. RAO: Sir, I do not know if the dredger belonging to the Tuticorin port was drowned. It is not my information.

SHRI R. T. PARTHASARATHY: Will the hon. Minister reassure this House as his hon. predecessor has done that this Tuticorin project will not be shelved and whatever commitments had been earlier given will be carried out in their letter and spirit?

PROF. V. K. R. V. RAO: It all depends, Sir, on (a) the financial position, and (b) on a final assessment of the economies of the project. I would like to assure the hon. Member that assurances given by the Government will as far as possible, be honoured by them in letter and spirit.

\*280. [The questioner (Shri Ram Chander) was absent. For answer, vide col. 2119 infra.]

#### TONNAGE OF OIL CARGO LANDED AT KANDLA JETTY

\*281. DR. B. N. ANTANI: Will the Minister of TRANSPORT AND SHIPPING be pleased to state:

(a) the actual tonnage of oil cargo and foodgrains landed at Old Kandla Jetty during the years 1965 and 1966;

(b) the tonnage of other commercial cargo landed at the said Port during that period; and

(c) whether export of iron ore from Kandla port is totally closed and if so, what are the reasons therefor?

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO): (a) and (b) In Kandla Port, only oil cargo is handled at the Old Kandla Jetty. Other dry cargo is handled at the new wharf. The figures of imports at Kandla during 1965-66 and 1966-67 are as under: —

Commodity	Imports (In tonnes)	
	1965-66	1966-67
Oil	904,568	856,148
Foodgrains	1,111,960	1,142,123
Other cargo	320,117	415,619

(c) The export of iron ore from Kandla has stopped since 1966-67 mainly for the reason that impurities in Rajasthan ore are high and therefore the ore is not acceptable to foreign buyers. The long rail haul also involves a high freight.

DR. B. N. ANTANI: From the figures disclosed, may I know Sir, from the hon. Minister whether it does not appear to him that the quantity of the usual commercial articles imported or exported from Kandla are insignificant and, therefore, the conclusion should be that the development of Kandla is not going apace as we expected?

PROF. V. K. R. V. RAO: I agree with the assessment that the hon. Member has made about Kandla, if his purpose is to say that more development is required. Actually the development of the Kandla port has been extremely useful from the point of view of foodgrain imports because in the last four years if we had not developed Kandla, we would have been in serious difficulty regarding the import of something like 1 million to 1½ million tonnes of foodgrains.

Regarding the question of development of the Kandla port itself, as the hon. Member must be seeing from the figures, the exports are very much less than the imports. Imports have been showing steady increase. But exports are not keeping pace with what we should like the port to have. There are many reasons for it, one of the reasons being the fact that we have not yet completed the broad gauge link. At the moment there is a metre gauge which has a limit over the number of wagons to be moved. The broad gauge link is under construction. I think in another two or three years when it is completed I understand Ratlam will become equidistant from Kandla and from Bombay.

Then, again, the road connection between Ahmedabad and Kandla, I am told, also will be made perfectly all right in the course of a year or two. I think myself that Kandla has very good prospects of further development not only in regard to imports but also in regard to exports.

DR. B. N. ANTANI: Has the Government organised any machinery to promote exports from Kandla at the present moment?

PROF. V. K. R. V. RAO: Well, I do not know what machinery has been organised by Government, but I can tell the hon. Member that I am very much interested myself in seeing how far the so-called free ports scheme, which has been adumbrated for Kandla, is being operated. I have been making enquiries in this connection, holding discussions with the people interested and I hope that in due course the enquiries will lead into seeing as to what can be done to expedite the actual implementation of the free trade zone. If that gets implemented there is every possibility that exports will increase very substantially.

MR. CHAIRMAN: The Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### सूखाग्रस्त क्षेत्रों में सहायता शिविर

\*268. श्री सुन्दर सिंह भंडारी : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) सूखाग्रस्त-क्षेत्रों में किन-किन संस्थाओं द्वारा किन-किन स्थानों पर गत एक वर्ष में सहायता शिविर चलाये गये ; और

(ख) सहायता शिविरों द्वारा किस किस प्रकार की सहायता दी गई और सरकार द्वारा इस सम्बन्ध में कितनी सहायता दी गई?

### RELIEF CAMPS IN DROUGHT AFFECTED AREAS

\*268. SHRI SUNDAR SINGH BHANDARI: Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) the names of the organisations which started relief camps in the drought-affected areas during the last one year and also the names of the places where these camps were started; and

(b) the nature of relief given by the relief camps and the amount of the assistance given by Government in this connection?

खाद्य, कृषि, सामुदायिक विकास और सहकारिता मंत्रालय में राज्य मंत्री (श्री अण्णा-साहेब शिन्दे) : (क) और (ख). 1966 और 1967 में देश के सूखे से प्रभावित क्षेत्रों में बहुत से भारतीय और विदेशी स्वैच्छिक संगठन सहायता कार्य कर रहे हैं। उनकी गति-विधियों में प्रभावित जन संख्या में खाद्यान्न पका हुआ भोजन, दूध दवाइयाँ आदि का वितरण करना शामिल है। उनमें से कुछ

† [ ] English translation.