

been delayed. May we know the reason for this?

SHRI C. SUBRAMANIAM: I cannot give any other reason.

SHRIMATI C. AMMANNA RAJA: In the cities there is statutory rationing and in the villages there is procurement. What happens to the poor people who do not produce? Is there any guarantee for them to get any rice or wheat or whatever it is necessary? I feel that they have to get it at a very high rate in the blackmarket; otherwise there is no arrangement done at all for these poor people living in the villages.

SHRI C. SUBRAMANIAM: The point for consideration is this. In a situation of scarcity like this, we cordon off these cities which are high purchasing power pockets. If left to itself, naturally the flow will be into those cities where there is a high purchasing power. Therefore, that will cause greater distress in the rural areas, because the entire thing would flow towards the cities. That is why we limit the supply in the cities and cordon them off so that availability in the rural areas may be greater.

MR. CHAIRMAN: The question hour is over.

PORTS RECEIVING FOOD SUPPLIES UNDER P.L. 480.

*99. SHRI D. THENGARI: Will the Minister of FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION be pleased to state:

(a) the names of the ports through which the supplies under PL-480 were received in India during the year 1965;

(b) the quantity of the supplies received at each of the ports;

(c) the amount of demurrage paid in each case on the supplies referred to in parts (a) and (b) above; and

(d) the reasons why the demurrage was paid?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI P. GOVINDA MENON): (a) to (c) A statement giving the required information is placed on the Table of the Sabha.

(d) The main reasons which necessitated payment of demurrage were as follows:—

- (i) Bulk of the demurrage was incurred during the months of April, May and June, 1965 when a large number of ships, which were held up at U.S. ports owing to the longshoremen strike, arrived in quick succession after the strike was called off and thus created acute congestion at all ports.
- (ii) On some occasions, clearance from docks could not keep pace with discharge from ships. Discharge, therefore, got retarded and delayed the release of ships in time.
- (iii) At the minor ports, the discharge which takes place in mid-stream, in barges, was slow as the available number of barges was insufficient compared to the unusually heavy arrival of foodships.
- (iv) Demurrage at Cochin was also incurred due to the labour there being not conversant with bulk handling foodgrains which had to be bagged inside the ship-holds. This resulted in slow discharge and consequent delay in early release of the ships.

STATEMENT

Ships berthed at	Quantity in '000 M.T.	Demurage in '000 Rs.
Kandla . . .	908.0	396.1
Navlakhi . . .	201.0	160.6
Bhavnagar . . .	189.8	74.9
Bombay . . .	2310.9	409.9
Marmugao . . .	4.8	—
Cochin . . .	288.2	411.6
Kozhikode . . .	60.0	—
Alleppey . . .	9.3	—
Tuticorin . . .	47.3	—
Madras . . .	333.3	35.4
Visakhapatnam . . .	9.9	—
Calcutta . . .	177.5	78.6
Calcutta (including 429.6 thousand M. T. lightened at Madras) . . .	1066.9	78.0
Calcutta (including 321.7 thousand M. T. lightened at Visakhapatnam) . . .	690.4	21.2
	6297.3	1666.3

Against the above mentioned demurage of Rs. 16.66 lakhs, despatch amounting to Rs. 39.47 lakhs was earned on ships which brought PL-480 foodgrains during this period.

ROAD TRANSPORT CORPORATION OF KERALA

*101. SHRI M. N. GOVINDAN NAIR: Will the Minister of TRANSPORT, AVIATION, SHIPPING AND TOURISM be pleased to state:

(a) what was the status and pay of the Chief Officer incharge of the State Transport before it was taken

over by the Road Transport Corporation of Kerala;

(b) what is the number of officers in the said Corporation receiving a pay of more than rupees one thousand and what are their qualifications for manning this concern; and

(c) what is the number of retired persons from Government service who have now been newly appointed in this Corporation; and what is the increase in the volume of work now handled by this Corporation by way of extension along new routes etc.?

THE MINISTER OF TRANSPORT, AVIATION, SHIPPING AND TOURISM (SHRI N. SANJIVA REDDY): (a) to (c) A statement giving the information required is laid on the Table of the Sabha.

STATEMENT

(a) A member of the Board of Revenue, Kerala, was functioning as Chairman of the State Transport Board also before its activities were taken over by the Kerala State Road Transport Corporation.

(b) Two. The Chairman and General Manager is an officer of the Indian Administrative Service and the Deputy General Manager an officer of the Indian Police Service.

(c) One. A retired Deputy Superintendent of Police has been appointed as Chief Security Officer of the Corporation.

The Corporation has been operating on 8 additional routes since its inception. Besides, it has prepared schemes for operation on 5 new routes.

ALLOTMENT OF AREA RETAIL DISTRIBUTORS UNDER RATIONING SCHEME IN DELHI

*102. SHRI N. SRI RAMA REDDY: Will the Minister of FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION be pleased to state: