

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI SHAH NAWAZ KHAN):

(a) The organization with its Head-office in Delhi was set up in 1962.

(b) The organisation has not been sponsored by the Government of India. It is an international body set up at a conference held in Cairo in March, 1962 in which representatives of 18 Afro-Asian countries including India participated. India's contribution to the budget of the organisation for the current year is Rs. 1,57,876:57.

(c) The problems confronting the developing countries of Africa and Asia in the matter of rural reconstruction are similar. By pin-pointing such problems and pooling experience gained in tackling them, the organisation is expected to assist member-countries in solving them.

#### INCREASE IN PORT CHARGES AT CALCUTTA

37. SHRI RAM SINGH: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the Calcutta Port Commissioners have decided to increase the port charges to meet the deficit in 1965-66 budget;

(b) whether it is a fact that port charges in Calcutta are the highest in the country and have been increased by over 70 per cent. during the last eight years;

(c) whether the ICC have suggested that any further rise in the port charges will seriously affect the trade and price structure and have urged for a downward revision of the rates; and

(d) if the answer to part (c) above be in the affirmative, what is Government's decision in this regard?

THE MINISTER OF TRANSPORT (SHRI RAJ BAHADUR): (a) to (d). The Calcutta Port Commissioners antici-

pated a deficit of Rs. 56.6 lakhs in their revenue budget in 1965-66. In addition, a liability of about Rs. 80 lakhs arose on account of implementation of the recommendations of the Wage Board for Port and Dock Workers granting interim relief and increases in dearness allowance. It, therefore, became necessary for the Port Commissioners to increase the charges for the various services rendered by them to meet the deficit.

The charges levied at the Port of Calcutta are higher than the charges levied at other Indian Ports on account of the river due levied by them to cover the cost of Hooghly River conservancy, which amounts to about Rs. 4.5 crores every year. If the river due is ignored, the charges would compare favourably with the charges at other major ports. The other major ports have not to incur any river conservancy charges like Calcutta. The average of the percentages of increases in the various port charges over the last eight years is about 52 per cent.

Only the Oriental Chamber of Commerce represented to Government against the increase in the port charges. The Port Commissioners, including those representing the various Chambers of Commerce, approved the increase in port charges.

The increase in port charges has been sanctioned by Government and is effective from the 1st August, 1965, except that the increase in the charges on railways is effective from the 8th July, 1965.

#### DISCONTINUANCE OF AIR SERVICE BETWEEN DELHI-BHOPAL-INDORE-BOMBAY

38. { SHRI CHRUDEV GUPTA:  
      { SHRI SYED AHMED:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for the discontinuance of the air service between Delhi-Bhopal-Indore-Bombay and vice versa; and

(b) whether the Indian Airlines Corporation has been subsidised on a shortfall guarantee basis from the Civil Aviation Development Fund?

**THE MINISTER OF TRANSPORT (SHRI RAJ BAHADUR):** (a) As the Corporation were incurring heavy losses on the Delhi|Gwalior|Bhopal|Indore|Bombay service, they discontinued the operation of this service with effect from 1st April, 1963.

(b) Subvention from the Civil Aviation Development Fund is admissible for operating services which the Corporation would not otherwise undertake on purely commercial considerations, but which Government may consider necessary in the interest of tourist promotion, to meet the regional requirements of particular area (such as lack of other means of transportation), or for other considerations which may not justify a directive under Section 34 of the Air Corporations Act, 1953. Accordingly it has been decided to grant subvention to the Indian Airlines from the Civil Aviation Development Fund for the operation of the following services:—

- (i) Delhi-Panna,
- (ii) Agra-Jaipur Sector of the Delhi-Agra-Jaipur-Delhi Service up to 31st December, 1965, and
- (iii) Bombay-Aurangabad.

**DECISION ON RECOMMENDATIONS OF SCHEDULED TRIBES AND SCHEDULED AREAS COMMISSION**

**39. SHRIMATI DEVAKI GOPIDAS:** Will the Minister of SOCIAL SECURITY be pleased to state:

(a) whether there is any proposal under Government's consideration to

separate Tribal Welfare work from the Department dealing with the welfare of the Scheduled Castes, Scheduled Tribes and other Backward Classes, as recommended by the Scheduled Tribes and Scheduled Areas Commission headed by Shri U. N. Dhebar; and

(b) whether any decision has been taken by Government on the recommendation of the Commission to have a Commissioner for the Scheduled Tribes to look after the schemes and welfare activities exclusively for the Scheduled Tribes?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF SOCIAL SECURITY (SHRIMATI MARAGATHAM CHANDRASEKHAR):** (a) and (b) No. The Commission's recommendation has not been accepted.

**TRIBAL DEVELOPMENT BLOCKS**

**40. SHRIMATI DEVAKI GOPIDAS:** Will the Minister of SOCIAL SECURITY be pleased to state:

(a) the number and names of the Tribal Development Blocks functioning in the States of Kerala, Madras and Mysore and the names of the Districts in which they are functioning;

(b) the number of such blocks sanctioned so far for each of the three States mentioned above;

(c) the reasons for delay in the opening of all the sanctioned blocks; and

(d) the number and names of the new Tribal Development Blocks proposed to be opened during the Fourth Five Year Plan period in each of the above States?