

tions of the scheme which is proposed. Secondly, it was asked why no Members of Parliament had been associated. It was considered advisable, first of all, to have the recommendations of a departmental Committee so that the whole scheme might be prepared and laid before Parliament. If the Parliament so desires, we may send it to a Select Committee. It will then be for Parliament to decide whether it wants a Select Committee or not; it is for the whole House to decide. It is not for us to suggest in what way Parliament will be proceeding in this matter.

Thirdly, it is the question of the statistics of total unemployment in the country. That, in my submission, is a very vast task and I do not know if it is within our competence to do so. But I suppose that the Ministry of Law is doing something in this matter.

SHRI A. D. MANI : The hon. Deputy Minister has stated some of the main features of the scheme. May I ask him whether it is proposed that the employers also should make a contribution because he mentioned about the employees' contribution only, and whether this scheme will be the Central Government's responsibility or the State Government's responsibility?

SHRI JAGANATH RAO : The contribution, as I said, was one-fourth per cent, of the pay per month, both of the employer and the employee, and the Government would meet the administrative cost which did not exceed more than 2 per cent.

SHRI A. D. MANI : Which Government?

SHRI JAGANATH RAO : The Central Government.

SHRI D. THENGARI : What steps have been taken by the Government to secure complete statistics regarding the unemployed and the under-employed?

SHRI A. K. SEN : I am afraid this question may best be put to the Ministry of labour.

#### SIZE OF VESSELS HANDLED AT MAJOR PORTS

j, SHRI LOKANATH MISRA : t \*331-  
SHRI RAM SINGH :

Will the Minister of TRANSPORT be pleased to state :

(a) the details of the sizes of vessels which Kandla, Vishakhapatnam, Calcutta, Bombay and Madras ports can handle;

(b) whether facilities of our harbours are better as compared to Karachi in Pakistan; if so, what are the details thereof?

THE MINISTER OF TRANSPORT (SHRI RAJ BAHADUR) : (a) and (b) A statement is laid on the Table of the Sabha.

#### STATEMENT

(a) The existing position is as follows : —

##### Calcutta Port :

The maximum length of a ship that can navigate the river above Diamond Harbour is restricted to 530 feet under ordinary circumstances and 550 feet under special circumstances. The draft allotted to ships varies from day to day, according to the expected rise of tides, the prevailing depth on bars and the extent of dredging done. These factors determine the drafts up to which loaded ships can be navigated in the river. The minimum and maximum drafts during the period January, 1964 to January, 1965 were 17 feet 6 inches (falling to 13 feet 6 inches for one day in a month due to navigational reasons) and 27 feet 3 inches respectively.

##### Bombay Port :

Vessels of the following dimensions can be admitted into the docks and the harbour wall berths :—

	(In feet)		
	Length	Beam	Draft
<b>Alexandra Dock</b>	<b>650</b>	<b>94</b>	<b>31*</b>
<b>Victoria Dock</b>	<b>456</b>	<b>70</b>	<b>23</b>
<b>Prince's Dock</b>	<b>500</b>	<b>61</b>	<b>20</b>

\*24 feet at the harbour wall.

tThe question was actually asked on the floor of the House by Shri Lokanath Misra

Vessels of the following dimensions can be admitted at the bulk oil piers at Pir Pau and Butcher Island :—

	(In feet)		
	Length	Beam	Draft
Pir Pau . . .	525	No res- triction	28
Butcher Island .	750	No res- triction	35/36

*Mailnis Port :*

Vessels up to 31 feet draft can normally be handled. Vessels up to 32 feet 3 inches draft have also been handled at certain tides. There is no restriction on the length and breadth of vessels calling at the Port except in the case of vessels going to the Jawahar Dock for which the maximum breadth is 105 feet.

*Vishakhapatnam Port :*

The port can handle at present vessels up to a maximum of 635 feet length and 33 feet draft.

*Kandla Port :*

The port can handle ships up to 700 feet length with a maximum draft of 30 to 32 feet at neap tides and 32 to 34 feet at spring tides. It can handle oil tankers up to 550 length.

(b) At Karachi, according to the information available, the position is that vessels drawing up to 30 feet can enter and leave the port during the monsoon season; while vessels of greater draft may be allowed with special permission. Those of 30-32 feet draft can enter or leave at high water in the fair season and those of greater draft, during fair or monsoon season, with special permission. The wharves can accommodate three steamers of 575 feet in length and 32 feet draft, one of 600 feet in length with 34 feet draft, seven of 550 feet in length, nine of 484 feet in length and one of 430 feet in length with draft 26-29 feet and one of 325 feet in length with 18 feet draft

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In the light of the facts set out above, it is clear that the facilities at our harbour compare favourably with those at Karachi.

SHRI LOKANATH MISRA : The statement shows that the draft of the vessels seems to be the only difficulty in the boats being allowed inside. Does the Minister consider it possible that dredging would improve matters ?

SHRI RAJ BAHADUR : 'Sir, the ports, as they are situated today, have been, by and large, meeting the requirements of shipping. As modern trends go to show, with bulk carriers coming in, we are trying to prepare our ports. Some of the ports are going to be deepened so that they may entertain ships of a draft of about 39 feet or 40 feet. That is what we propose to do, and dredging is one of the methods to improve it.

SHRI LOKANATH MISRA : Has the hon. Minister any idea of the Paradip Port, and can he say whether the Paradip Port can take in these bigger vessels when this is ready ?

SHRI RAJ BAHADUR : When it is ready, it is supposed—and it has been claimed—that it might have a draft of 60 feet.

SHRI LOKANATH MISRA : What is your information ?

SHRI RAJ BAHADUR : I am saying, we are not yet in charge of it. We have taken up the matter. As I said, it is estimated that it will have a draft of 60 feet.

SHRI BABUBHAI M. CHINAI : The hon. Minister has stated that our ports are capable of handling the shipping requirements. In the light of the fact that we read in the newspapers very recently that about 48 ships are coming full of wheat, may I know whether we have got sufficient arrangements at our ports to unload these ships without making them wait in the mid-stream ?

SHRI RAJ BAHADUR : In fact, we expect that as a result of the release of pent-up traffic from the United States, of ships carrying foodgrains, we may have not only 48 ships but as many as 60 ships. I think the movement will have to be regulated to some extent, and the movement may be covered over a period of two months. We expect that as much as about 1.2 million tonnes of foodgrains will have to be handled. We have had a peak performance in handling foodgrains in one month, I think, of as much as 7.3 lakh tonnes and I hope with some degree of confidence that we will be able to meet that challenge.

(Shri Biren Roy rose)

MR. CHAIRMAN : Mr. Roy, I think it is about seaports, not about airports.

SHRI BIREN ROY : Calcutta is in a serious mess with a low draft of 13' 6" sometimes and 17' 6" sometimes. What arrangements are being made at the alternative port of Haldia where the draft would have to be to the extent of 40 feet, as the Minister has said ?

SHRI RAJ BAHADUR : It was only on one day and it was on account of some navigational difficulty that the draft went as low as 13' 6". It was only on one day, it was exceptional. I think the hon. Member should also see that after a period of 19 years since 1945, we could entertain ships of a draft of as much as 27' 3", which is a very healthy sign for the port of Calcutta.

SHRI BIREN ROY : What would be the draft at Haldia, which is going to be the alternative port for Calcutta ? I want to know whether the draft would be deeper or not.

SHRI RAJ BAHADUR : At Haldia it may be about 35' and in course of time after proper dredging, etc. it will be still deeper.

SHRI I. K. GUJRAL : The hon. Minister has stated that the draft at Haldia will be

35' after dredging etc. Has the attention . . .

SHRI RAJ BAHADUR : It will be about 35' and may go to about 40 feet.

SHRI I. K. GUJRAL : Thirty-five feet is the minimum guaranteed. Has his attention been drawn to the fact that some experts have already produced a report that the Haldia Project is unsatisfactory because the silting process is very fast and dredging, however much you may carry on, will not result in the draft to the extent he has mentioned ?

SHRI RAJ BAHADUR : I am not aware of any such report being produced by any expert.

SHRI SURESH J. DESAI : May I know if the Government are aware that loading, unloading and handling facilities at the Indian ports are so inadequate that, as the Chairman of a shipping company has recently pointed out, more days are spent by the ships at ports than over the high seas ? And if it is a fact, what steps do the Government propose to take to remedy the situation ?

SHRI RAJ BAHADUR : I think it is not wise to generalise the situation. May be in certain cases, in the rainy season, there is some delay but, by and large, as I said, our ports have got the capacity which is larger than the traffic. We have got today a capacity of over 49 million tonnes as against a traffic of 44 million tonnes that we have had. So, it is not really wise to generalise it.

\*332. [The questioner (Shri Ram Singh) was absent. For answer, vide col. 2368-69 infra.]

#### IMPORT OF WHEAT INTO DELHI FROM THE PUNJAB

\*333. DIWAN CHAMAN LALL : Will the Minister of FOOD AND AGRICULTURE be pleased to state :

(a) whether it is a fact that the suggestion for the import into Delhi of wheat