

post offices are having these facilities where the required conditions are fulfilled.

SHRI NIRANJAN SINGH: May I know how many savings banks have been opened or are going to be opened in the different States?

DR. P. SUBBARAYAN: So far, there were 22,394 post offices on the 1st of April, 1957 out of which savings bank powers had been given to 4,242. On the 31st December, 1959, the post offices increased to 25,055 out of which 5,389 post offices had savings banks. The percentage of increase is from 18.9 to 22.1.

**INCLUSION OF CHAMARAJANAGAB-SATYAMANGAL RAILWAY LINE IN THE THIRD FIVE YEAR PLAN**

\*67. SHRI M. S. GURUPADA SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government of Mysore have requested the Ministry of Railways to include the Chamarajanagar-Satyamangal railway line in the Third Five Year Plan; and

(b) if so, what is the decision of the Ministry in this regard?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) No, Sir.

(b) Does not arise.

SHRI M. S. GURUPADA SWAMY: Is it not a fact that the Mysore State Assembly has passed a resolution and sent it to the Government of India that this line should be included in the Second Plan itself, and is it not also a fact that the former Minister, Shri Lal Bahadur Shastri, gave an assurance that it would be taken up in the Second Plan period?

SHRI S. V. RAMASWAMY: This proposal was recommended by the Governments of Madras and Mysore for inclusion in the Second Plan. It

was included in the Second Five Year Plan but neither State Government has included this proposal in their recommendations for new lines during the Third Five Year Plan.

SHRI M. S. GURUPADA SWAMY: May I know whether there was no resolution passed by the Mysore State Assembly in this regard for its inclusion in the Second Plan and if it is not possible, at least in the Third Plan?

SHRI S. V. RAMASWAMY: I am not aware of the resolution having been passed. The question is about the recommendation by the State Government. The State Government has not recommended it for the Third Five Year Plan.

MR. CHAIRMAN: The State Government recommended its inclusion in the Second Plan but . . .

SHRI S. V. RAMASWAMY: But not in the Third Plan.

MR. CHAIRMAN: That is right. But the recommendations were not accepted in the Second Plan. In the Third Five Year Plan they omitted to recommend these projects.

SHRI K. SANTHANAM: May I know whether the construction of this line was decided upon by the Government in 1931-52?

MR. CHAIRMAN: What he says is—"Not in the Third Five Year Plan." In 1951-52, you did do it. In 1951-52 he was also in the Ministry. So he knows it.

SHRI JAGJIVAN RAM: Perhaps he found it difficult to provide it and therefore he did not include it in the Second Five Year Plan.

SHRI B. P. BASAPPA SHETTY: Is the hon. Member aware of the fact that there is keen disappointment prevailing among the people of the South that not even one furlong of line was laid after the advent of freedom? May I have the Deputy Railway Minister's reply? How many

time, should the Government recommend to the Central Government? I cannot understand this. When once they have recommended that the Sathyamangalam-Chamarajanagar line should be taken up, is it not enough?

**SHRI JAGJIVAN RAM:** What the Deputy Minister has done is to give the information sought, that it has not recommended for its inclusion in the Third Five Year Plan. That does not necessarily mean that the Mysore Government is not anxious for that line. There are many areas in the country where there is keen disappointment because it has not been possible to include many of the lines that have been suggested in the Third Five Year Plan. The allotment made by the Planning Commission for the construction of new lines in the Third Five Year Plan is very small and most of that is covered by the lines already committed.

**SHRI L. M. LINGAM:** Here is a line which was recommended for inclusion in the Second Five Year Plan and which the State Government has not recommended for inclusion in the Third Five Year Plan. Are we to understand that they have suggested alternative schemes for inclusion in the Third Plan or have they given up suggesting anything in sheer disgust?

**SHRI JAGJIVAN RAM:** It may be a question of disgust. All the State Governments—the Chief Ministers—are represented on the National Development Council and all these matters are considered there. It all depends upon the resources that are available for the country and the lines that are required in areas where industries and other things have been located by the State Governments or the Central Government. So the Railway Ministry has seen to it to fit in the new lines in areas where they are required by the location of new industries or for the development of food or mineral resources. And as it has stated the allotment made for the

construction of new railway lines is very small and it may not be possible to include any of these.

**SHRI BHUPESH GUPTA:** My point is not at all of disgust. Let them disgust each other. That is not the point. The point is, when it was recommended in the Second Plan and not recommended in the Third Plan, did the Minister go into this question on merits and make enquiries with regard to this matter in view of the fact that the importance of it had been stressed earlier?

**SHRI JAGJIVAN RAM:** It is not proposed to do anything that has been suggested because it is already known that there is a demand for this line. There was a demand for this line even before the Second Five Year Plan was formulated and it was not possible to include it in the Second Five Year Plan, because the allotment made to the railways was not enough. The same thing applies to the Third Five Year Plan. There are several lines which have been suggested by the State Governments or by the people in those areas, and even where we are convinced that these lines are necessary, it has not been possible to include them, because the resources at our disposal are not enough.

**SHRI B. P. SUBBASAPPA SHETTY:** May I know, Sir, what new lines proposed by the Madras Government as well as by the Mysore Government are now proposed to be included in the Third Five Year Plan?

**SHRI JAGJIVAN RAM:** None.

**SHRI BHUPESH GUPTA:** Therefore if the State Government has said that on merits the demand is just, it is on technical grounds only that they have to put it off. May I know, Sir, whether any communication to that effect was sent to the State Government, to say that although their demand was just because of financial stringency, it had

been put off, and also whether the matter was taken up with the Finance Ministry or other Ministries for some kind of assistance over and above what the Railway Ministry could itself do?

(d) The matter is under consideration of the Government of India and the State Governments had sent the lists of lines they required in their various States and they had been examined on merits. And if they are not included in successive Plans, it does not mean that they are not justified on their own merits. It all depends upon the resources and many which are justified even on merits are not included because the resources are not sufficient to provide for all those lines. This is known to them and so it is not necessary to communicate this to the States.

#### FREE TRADE ZONE FOR KANDLA PORT

68. SHRI J. H. JOSHI: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government have circulated a tentative scheme about Free Trade Zone for Kandla Port among the Chambers of Commerce and Industrial and trade interests for eliciting their opinion;

(b) if so, whether Government have received any comments from these organizations; and

(c) whether Government propose to make any changes in the scheme and if so, what are those changes?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS: (SHRI RAJ BAHADUR): (a) Yes, Sir,

(b) Comments and suggestions have been received from some individuals and commercial and trade interests.

(c) After considering the comments and suggestions received, Government will take a decision on the proposal to

set up a free trade zone at Kandla and, on the changes, if any, necessary in the tentative scheme.

SHRI M. M. MEHTA: May I know, Sir, when this scheme will be implemented?

SHRI RAJ BAHADUR: As I have just now said, 31st July was the last date for sending comments and suggestions. We have received about 130 suggestions and certain suggestions are still coming in from Chambers of Commerce and other interests concerned. We hope to analyse the whole body of the suggestions made to us, come to certain conclusions, discuss them with the Ministry of Industry and then put up the scheme to the Cabinet.

SHRI J. H. JOSHI: Has it come to the notice of Government that the area proposed to be reserved for the free trade zone at Kandla and the provision of other facilities there are less than adequate? If so what are the Government doing for making the Port and the free trade zone more inviting?

SHRI RAJ BAHADUR: We have received suggestions from various quarters that the terms and conditions that had been advertised in the first tentative scheme should be liberalised. Particular reference had been made to the area proposed to be included for the free trade zone and it had been suggested that it should be increased.

(a) whether the Government of SHRI DEOKINANDAN NARAYAN: May I know, Sir, why this Kandla Port is being declared a free trade zone? What are the reasons for it?

SHRI RAJ BAHADUR: Sir, it is with a view to helping the development of industries and thereby the promotion of exports, and also providing employment opportunities for the people of the area.