

SHRI GOVIND BALLABH PANT:

Well, the total yield of milk these days is said to be about 133 lbs. per day. How much is sold to whom, that I cannot say.

SHRIMATI SAVITRY DEVI NIGAM:

May I know whether it is only a dairy farm or a breeding farm too, and if the answer is in the affirmative that it is a breeding farm too, how many healthy cows and calves have been sold to the people?

SHRI GOVIND BALLABH PANT:

Well, the question refers to the Government Dairy Farm, and I have answered the question so far as the questioner has defined it.

MR. CHAIRMAN: Now she is going beyond it.

FREIGHT CHARGES PAID TO FOREIGN SHIPPING CONCERNS

*189. **SHRI BHUPESH GUPTA:** Will the Minister of FINANCE be pleased to state:

(a) the amount actually paid to foreign concerns as freight charges for shipping every year since August 15, 1947; and

(b) the name of the countries to which these concerns belong and the total amount so far paid to them country-wise?

THE DEPUTY MINISTER OF FINANCE (SHRI B. R. BHAGAT): (a) and (b). Information is available only for the period 1954-58. A statement giving the information for the period 1954-58 to the extent available is laid on the Table of the House.

STATEMENT

Freight Payments on Imports to Foreign Shipping Companies during 1954-58

(Rupees in lakhs)

Nationality	1954	1955	1956	1957	1958†
U.K.	21,98	25,92	35,04	39,45	25,95
U.S.A.	3,52	4,62	7,33	21,23‡	26,23‡
Norwegian	3,15	2,38	2,77	3,66	2,62
Danish	60	81	1,80	1,88	1,59
Swedish	73	93	94	2,13	50
Netherlands	2,19	2,88	3,80	4,33	3,30
Japanese	42	1,70	2,14	2,74	1,32
Polish	3	22	49	1,09	1,22
German	34	1,51	2,65	3,25	3,32
Italian	1,05	1,12	2,22	2,66	2,71
Others	46	1,87	7,39	12,52	8,74
TOTAL	34,47	43,06	66,57	94,94	77,50

†The data for the year 1958 are partly actuals and partly estimates. Therefore, figures are provisional and subject to revision.

‡The substantial increase in freight payments is on account of foodgrain etc. imports under U.S. assistance, which in terms of U.S. Public Law 480 has to be in U.S. bottoms to the extent of at least 50%.

SHRI BHUPESH GUPTA: It seems from the statement itself that the figures are not complete even with respect to the earlier years. May I know the reason why the Government does not have a complete and full estimate of the payments made?

SHRI B. R. BHAGAT: Figures are complete up to 1954, 1955, 1956 and 1957. For 1958, the estimates are provisional and are likely to be revised. The difficulty is that the Reserve Bank has to collect the information from a large number of foreign shipping companies and also from the High Commission, London and the India Supply Mission, Washington, and there is a considerable time lag in the collection of the data.

SHRI M. VALIULLA: Does the figure include both exports as well as imports?

SHRI B. R. BHAGAT: No. This statement says 'Freight payments on imports.'

SHRI M. VALIULLA: Why is not the export figure given?

SHRI B. R. BHAGAT: The export figure does not actually involve any foreign exchange because the payment on export is made by the consignee abroad. So, it is not foreign exchange payment.

SHRI M. VALIULLA: Foreign shipping companies take goods from India and therefore, the figure must be given. May I know the amount actually given to the foreign shipping companies even for exports?

SHRI B. R. BHAGAT: That is true, but the payment is made not by the exporter but by the importer outside.

SHRI T. S. AVINASHILINGAM CHETTIAR: We see from the figures that the charges paid to Indian shipping have increased, but the charges paid to the foreign companies have increased much out of proportion. In the case of the latter it has increased from about 67 crores of rupees in 1956

to about 95 crores of rupees in 1957 whereas in the case of Indian shipping the increase is from Rs. 18 crores to Rs. 24 crores. Does it mean that this is the position even when all our shipping has been utilised to the maximum?

SHRI B. R. BHAGAT: That is true, Sir, and in recent years we have been trying to develop our shipping. The result is that our Indian shipping's freight earnings have gone up from Rs. 14 crores to Rs. 22 crores. Still a large bulk of shipping is handled by foreign shipping and that is reflected in their earnings. Also it is because of the world freight market that sometimes the rates are high and sometimes they are low and the higher rates are reflected in their larger earnings although the volume of imports may be the same.

SHRI MAHESWAR NAIK: May I know, Sir, to what extent the available shipping tonnage in the country is being utilised to carry our imports and exports of goods?

SHRI B. R. BHAGAT: It is fully utilised. Actually we need more tonnage to handle our own shipments.

SHRI MAHESWAR NAIK: In that case may I know what proportion of the freight payments made by India is being shared by the foreign companies and Indian companies?

SHRI B. R. BHAGAT: I shall give some figures. For example, in the year 1957 our Indian shipping earned Rs. 22,45,00,000 whereas payments to foreign shipping were Rs. 94,94,00,000.

SHRI M. VALIULLA: The answer given by the hon. Minister was that we are running to full capacity. I want to know whether our ships can take goods from the intermediate ports. Have the shipping conferences permitted that?

SHRI B. R. BHAGAT: Our shipping is unfettered. What happens is that we go in for more profitable lines. For example, instead of having

charter shipping—they may not get the freight when coming back—we go in for liner shipping, and on that basis the foreign companies which have larger connections from port to port employ tramp shipping or charter shipping which we may not be able to do, but in the given conditions Indian shipping tries to get the most profitable lines to increase their earnings.

SHRI BHUPESH GUPTA: Since I took the trouble to collect the information for my question, I may be allowed to put one or two questions. From the statement it appears that there is a certain agreement obliging the Government to import certain things in foreign bottoms. May I know, Sir, whether this relates only to the import of foodgrains under P.L. 480, or whether it also affects certain other imports?

SHRI B. R. BHAGAT: So far as P.L. 480 is concerned, that is there that up to at least 50 per cent. it is to be imported in the U.S. bottoms; it does not apply to others generally. But if the hon. Member asks about any specific agreement I can give the answer when the question is put.

SHRI BHUPESH GUPTA: May I know, Sir, whether it is not a fact that due to the fact that the imports are made in many cases by the foreign concerns operating in India, they take care to see that the imports are made not in Indian ships or vessels but in, what they call, foreign bottoms?

SHRI B. R. BHAGAT: But there is no compelling reason for us to accept it as in this particular case of the import of foodgrains under P.L. 480. In this also the U.S.A. will subsidise it if the rates go higher. So there is no loss so far as we are concerned. And as I stated, Sir, our Indian shipping is still in a nascent stage although it is developing every year, and it is fully utilised, and we do not have the capacity to carry all the freight.

MR. CHAIRMAN: Next question. Mr. Rajabhoj.

SHRI BHUPESH GUPTA: That is not my question; the hon. Minister must answer my question.

MR. CHAIRMAN: You said one or two; I gave you two.

SHRI BHUPESH GUPTA: But he should answer the question.

REHABILITATION OF FAMILIES OF EX-SERVICEMEN

***190. SHRI P. N. RAJABHOJ:** Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the Jammu and Kashmir State Soldiers', Sailors' and Airmen's Board proposes to set up a big farm to rehabilitate the families of ex-servicemen; and

(b) if so, what are the details of the proposal?

THE DEPUTY MINISTER OF DEFENCE (SARDAR S. S. MAJITHIA):

(a) No such proposal has been received by the Ministry of Defence.

(b) Does not arise.

श्री पा० ना० राजभोज : क्या माननीय मंत्री महोदय कृपा करके बतायेंगे कि देश में कितने ऐसे एक्स-सर्विसमेन हैं जो कि अब तक रिहैबिलिटेड नहीं हुए हैं ?

SARDAR S. S. MAJITHIA: It does not arise out of this question.

EXPORTS OF SCRAPS

***191. SHRI MAHESWAR NAIK:** Will the Minister of STEEL, MINES AND FUEL be pleased to state:

(a) whether it is a fact that Indian export trade is likely to face a serious set-back on account of a trade arrangement between Japan and the United