

on the lines recommended by a Committee some years ago?

SHRI RAJ BAHADUR: Sir, under the new Merchant Shipping Act a regular list is going to be maintained, and I have already answered on the floor of the House that we are taking effective steps to see that this country craft manufacturing trade is suitably helped and modernised.

SHRI BABUBHAI M. CHIN AI: In -view of the fact that before the Kandla Port came into existence the Tuna Port was very flourishing and as Tuna Port is put under Kandla Port management, may I know whether the Tuna Port has been given sufficient attention for development specially from the country craft point of view, and whether there is any proposal before Government to improve this small Tuna Port?

SHRI RAJ BAHADUR: Tuna Port is serving only the sailing vessels. It is approachable only in the high tide time, because the narrow creek is drained of the water at the low tide and is not approachable during the low tide time. We try to maintain the port as best, we can, and I think properly enough for the service of the sailing vessels.

SHRI N. R. MALKANI: Is there any intention to develop the Tuna Port for fisheries in that part?

SHRI RAJ BAHADUR: That question may have to be asked of the Ministry of Food and Agriculture.

SHRI J. H. JOSHI: May I know if there is any serious problem of silting near the Tuna Port, and if so, what is the level of sea water maintained in the days of low tide and to what height it rises in the days of high tide?

SHRI RAJ BAHADUR: So far as sailing vessels are concerned which come to this Port, they know very well that they can approach the Port only at high tide time and that al

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low tide they cannot approach. That is the best we can do. Dredging of the whole creek would not be possible.

SHRI B. SHIVA RAO: I raised the question earlier about the registration of the country craft. Since these country craft are unfortunately engaged in smuggling gold and liquor, is any action taken to cancel their registration if registration is made?

SHRI RAJ BAHADUR: I have submitted that steps may now be taken to have them registered.

*389. [*The questioner (Shri Bhupesh Gupta) was absent. For answer, vide col. 2500 infra.*]

TELEPHONE CONNECTION BETWEEN HISSAR AND CHANDIGARH

*390. SHRI JUGAL KISHORE: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government are aware that there is no direct telephone connection between Hissar and Chandigarh;

(b) if so, whether Government are aware that public is put to a great inconvenience due to there being no direct telephone link;

(c) how many telephone calls from Hissar to Chandigarh proved infructuous during the last six months; and

(d) what steps Government propose to take in the matter?

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (SHRI S. K. PATIL): (a) Yes; Hissar does not have a direct trunk telephone circuit to Chandigarh. Calls between Hissar and Chandigarh are transitted at Delhi. Direct circuit between Hissar and Chandigarh is *not* justified by traffic between the two stations at present.

(b) Statistics specially collected over a 3-day period indicate that calls are ordinarily completed within 1½ to 2 hours. Under the present circumstances, the handling of trunk traffic between Hissar and Chandigarh is considered satisfactory.

(c) Statistics required are not maintained; it is, therefore, not possible to furnish the required information.

(d) Direct telephone circuit between two stations is provided if it is technically feasible and justified economically by the trunk traffic between the two stations. Based on this, direct trunk link between Hissar and Chandigarh is not justified at present.

SHRI JUGAL KISHORE: Are the Government aware that Hissar is the district headquarters, and is it not in the interests of Government to provide direct telephone facilities?

SHRI S. K. PATIL: There are many such places in India. If they satisfy two conditions—that it must be technically feasible and economically sound—then alone it could be done. If this test is applied—Hissar has got 4 to 7 calls a day and that is very much below what is expected.

WATERS OF PUNJAB RIVER SYSTEM

*391. SHRI P. C. BHANJ DEO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any demand has been received by Government from the Government of Jammu and Kashmir for increased share in the waters of the Punjab river system; and

(b) if so, what decision has been taken by Government in this respect?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI J. S. L. HATHI): (a) No. Sir.

(b) Does not arise.

MASTER PLAN FOR DEVELOPMENT OF KERALA'S WATER RESOURCES

*392. SHRI P. C. BHANJ DEO: Will the Minister of IRRIGATION AND POWER be pleased to state whether any Master Plan for the development of Kerala's water resources has been submitted to the Government of India recently? If so, will he please state

(a) the total financial outlay of the Plan; and

(b) whether the Centre have been requested to extend any financial and technical assistance; if so, to what extent?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI J. S. L. HATHI): (a) Yes, Sir. The entire integrated plan of development of Kerala's water resources has been estimated to cost about Rs. 500 crores spread over a period of 30 years.

(b) No. Sir.

SHRI P. C. BHANJ DEO: May I know if it is a fact that the so-called Plan has been phased out for completion in the course of the next 50 years, and if so, what are the prospects of implementing the scheme?

SHRI J. S. L. HATHI: The Plan has been spread out over a period of 30 years, from 1961 to 1991. The expenditure has been phased in two stages. The first stage costing about Rs. 210 crores will cover up to 1971, and the second stage costing Rs. 290 crores up to 1991.

SHRI P. C. BHANJ DEO: May I know the share of the Government of India- in the cost of the scheme*

SHRI J. S. L. HATHI: This is only a plan. These are not detailed investigated schemes, and there is no question of sharing or sanctioning all these schemes.

*393. [The questioner (*Shri Deoki-nandan Narayan*) was absent. For answer, vide calls. 2500-01 infra.]