

श्री नवाब सिंह चौहान : इसमें जो सिफारिशों को गई हैं उनमें से किन किन सिफारिशों पर भारत सरकार ने अमल किया है ?

SHRI J. S. L. HATHI: This seminar was held in January. The report is yet to be considered by the secretariat of ECAFE and then it will be placed "before the meeting which is to be held on 5th March. After that it will be finalised.

श्री नवाब सिंह चौहान : इसमें सेंट्रल पुल का जो जिक्र किया गया है उसमें क्या गवर्नमेंट ने इस बात को मालूम किया है कि कितना धन इसमें एकत्रित हो सकेगा और क्या इस सम्बन्ध में पहले भी कोई कार्यवाही की गई है ?

SHRI J. S. L. HATHI: There is -already a Central Road Fund in existence from the 1st of March 1929 and that central pool is already existing. But they have also suggested a central pool for various other items from which income is derived. That is still to be considered after the report is finalised.

श्री नवाब सिंह चौहान : कितने देशों ने इसमें हिस्सा लिया था और इस सेमीनार ने क्या कोई उपाय निकाला जिससे कि कम खर्चों के भीतर सड़कों का निर्माण कर सकें ?

SHRI J. S. L. HATHI: The countries -which attended the seminar are Burma, China, India, Indonesia, Japan, Malaya, North Borneo, Thailand, U.K., U.S.A., U.S.S.R., etc. 74 experts from India and 19 from different other countries of the ECAFE participated in this.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: May I know what factor leads to lower costs, what is that thing which leads to lower costs?

SHRI J. S. L. HATHI: There are several factors which would lead to lower costs for roads. First would be the availability of the materials. The second is the nature of the soil. And third, mainly the designs. These are

the various factors which would lead to low cost in constructing roads.

SHRI AMOLAKH CHAND: May I know, Sir, the amount which this road fund ought to have according to the estimates? What is the amount which is needed for this road fund from these sources?

SHRI J. S. L. HATHI: That would depend on the different plans for the construction of a road. What they have suggested is to have a non-lapsable fund for the construction of roads. That is, it will be a continuous fund, which should not lapse every year, and that should be at the disposal of any authority which is in charge of construction of roads.

DREDGERS FOR KANDLA PORT

*259. SHRI N. R. MALKANI: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government propose to purchase any dredgers for the Kandla Port;

(b) whether it is a fact that some cargo steamers were diverted to the Bombay Port as the depth of water in the creek was not sufficient for navigation; and

(c) whether any suggestions have been made by the World Bank Mission for improving the shipping facilities of the port?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI J. S. L. HATHI) : (a) A dredger is proposed to be acquired under the Second Five Year Plan for use at Kandla and minor ports of the Bombay State in the Kutch and Saurashtra regions.

(b) and (c). No, Sir.

SHRI N. R. MALKANI: Is it a fact that while formerly steamers of 29 feet draft could enter the port, today-only steamers of 27 feet draft can enter it?

SHRI J. S. L. HATHI: Not necessarily. Sometimes it so happens; but it is not always that a steamer of 24 feet draft cannot enter.

SHRI N. R. MALKANI: I said steamer of 29 feet cannot enter; 27 feet can enter.

SHRI J. S. L. HATHI: I think it is not always the case. Sometimes it so happens.

SHRI N. R. MALKANI: Is it a fact that steamers were diverted to Bombay port because they could not safely enter the Kandla port?

SHRI J. S. L. HATHI: It was not for that purpose. In fact, there was not sufficient cargo for that steamer. It did not come there. It was the iron ore cargo, but it was not available at Kandla and, therefore, it went to Bombay.

SHRI N. R. MALKANI: Is it a fact that big tankers cannot at present enter the port with a tonnage of more than 50,000 tons.

SHRI J. S. L. HATHI: May be, I do not know.

SHRI KISHEN CHAND: May I know from the hon. Minister whether it is a fact that the bottom level of the sea *gets* eroded by the shifting sands at the lower level and that the dredger is being purchased to continuously

till now, but proposed to be purchased hereafter.

SHRI J. S. L. HATHI: Kandla has one dredger already known as "Ruk-mavati". It is a small dredger. This dredger is useful for inner harbour dredging only. It is not workable in the open sea. This big dredger is proposed to be purchased for that.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: I wanted to know, after the Kandla port is constructed, which is better port—Bombay or Kandla?

SHRI J. S. L. HATHI: There cannot be, that way, comparison.

**PROVIDENT FUND AMOUNTS OF RAILWAY
EMPLOYEES SERVING IN EAST PAKISTAN
BEFORE PARTITION**

*260. SHRI MAHABIR PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether advice of provident fund amounts for all railway employees serving in East Pakistan before Partition has been received from the Government of Pakistan; and

(b) whether payments have been made to all such people who.