

the name of the parties, amount of land acquired and why we require that etc.

MR. CHAIRMAN: You thought that you had given a long statement and that there would be no questions?

SHRI D. P. KARMARKAR: It is a long statement containing all information.

SHRI JUGAL KISHORE: Has the Government's attention been drawn to an article in the paper 'Nawjawan Mazdur' Delhi, dated 28-11-57, regarding the acquisition of colony lands and sanction of lay out?

SHRI D. P. KARMARKAR: I cannot catch him. For shortage of time, I shall meet him immediately after Question Hour. The whole statement is really much more exhaustive.

KANDLA PORT

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

(a) the total cargo handled by the Kandla Port (Kutch) in August, September and October, 1957 respectively exclusive of oil cargo;

(b) the States which have so far utilised Kandla port for their trade; and

(c) whether any modern facilities for lifting cargo have been provided in the new port?

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (SHRI LAL BAHADUR): (a) A statement is laid on the Table of the Sabha.

(b) Rajasthan, Bihar, Punjab, Uttar Pradesh and Bombay.

(c) Yes, Sir.

STATEMENT

Total cargo handled by Kandla Port during August, September and October, 1957.

The total cargo handled by the Port of Kandla during August, September

and October 1957, excluding oil, is as under:—

Month	Total cargo handled (In tons)
August 1957	.. 57,106
September 1957	.. 24,077
October 1957	.. 27,447
TOTAL	.. 1,08,630

SHRI N. R. MALKANI: Is it a fact that four berths now opened in this port are able to handle five boats at a time alongside and load and unload 30,000 to 40,000 tons per week?

SHRI LAL BAHADUR: That is correct, Sir.

SHRI N. R. MALKANI: Is it also a fact that for the last month or the previous month, hardly four to five boats touched this new port, while 25 to 30 boats could have touched this port and all that cargo could have been handled by this port?

SHRI LAL BAHADUR: That is also quite correct. But the point is, if the traffic is not available, well, what can we do? I mean nothing special can be done. For the information of the hon. Member I may say that even berths in Bombay and Calcutta Ports are lying vacant all these days, for the last one month or so.

SHRI N. R. MALKANI: Is it not a fact that the bulk of the cargo is owned by Government in the public sector and Government could very easily direct all this cargo to be handled through this port, at least from the zone which is allotted to this port?

SHRI LAL BAHADUR: That is true, but it is not the Transport Ministry which generally imports goods and cargo from other countries. Other Ministries are primarily doing that and we have been requesting the other Ministries to help us in this matter. Recently, there had been a discussion especially with the Commerce Ministry and the Railway Ministry and it is hoped that it would be possible to divert some goods to the Kandla port.

SHRI N. R. MALKANI: Is it a fact that some 48 elevators valued at Rs. 75 lakhs have come and only 7 were put up last year and the rest are not yet put up and are not likely to be put up in the near future?

SHRI LAL BAHADUR: They are not put up because the necessary materials could not reach here. Recently, things were imported at a rapid speed and I hope this work of putting up cranes etc. will be completed within the next few months time.

SHRI N. R. MALKANI: When will this minor port become a major port? There is tremendous unemployment there. Will this minor port become a major one at least in twelve months time?

SHRI LAL BAHADUR: It is a major port already.

SHRI N. R. MALKANI: That is only on paper, Sir.

SHRI LAL BAHADUR: It will have to be on paper; I mean the declaration is always made on paper, unless it is so declared by me by mouth. Of course, the main problem there, as Prof. Malkani knows, is one of traffic. The port should have traffic and more traffic. But shipping companies generally want to go to Bombay, Calcutta or Madras. They do not want to go to Kandla or other ports. We have made a suggestion to the Commerce and Industry Ministry that possibly when contracts are entered into for imports from abroad, two ports should be mentioned for discharge in India, say, Bombay/Kandla or Vizag/Kandla. That might help us.

SHRI N. R. MALKANI: When I approach the Railway Ministry they advise me to see the Transport Ministry and when I see the Transport Minister I am advised to see the Railway Minister. Whom should I see, may I ask the hon. Minister?

SHRI LAL BAHADUR: I have not advised the hon. Member to see the Railway Minister.

MR. CHAIRMAN: You should not see any Minister on this.

SHRI SONUSING DHANSING PATIL: What is the total cost incurred on this Kandla port? What is the cost of constructing the Kandla port?

SHRI LAL BAHADUR: The cost originally estimated was Rs. 12.95 crores. But it is now estimated to cost about Rs. 2 crores more, i.e. Rs. 14.23 crores.

SHRI SONUSING DHANSING PATIL: Is this port still in the process of completion?

SHRI LAL BAHADUR: It is still in the process of completion. Two berths are still to be built.

SHRI AKHTAR HUSAIN: Have Government taken any steps to see that the intended imports of food-grains are unloaded at the Kandla port, especially those which are intended to serve the areas in Uttar Pradesh and other places?

SHRI LAL BAHADUR: The Food Ministry was persuaded to accept that. But then there was some difficulty from the Railway side, because if the food is to be carried by rail from Kandla port, it has to be carried on the meter gauge and as there are difficulties felt by the Railways in that matter, it has not been possible to divert many ships to Kandla. But two or three ships were diverted to Kandla port. I am glad to say that the Railways have now agreed to carry as much of the foodgrains as possible to Uttar Pradesh and North Bihar from Kandla port and I think ships will be going there.

*319. [For answer, vide cols. 1677-78 infra.]

*320 and *321. [The questioner (Shri Deokinandan Narayan) was absent. For answer, vide cols. 1683-85 infra.]

*322. [The questioner (Shri V. K. Dhage) was absent. For answer, vide col. 1685 infra.]

*323. [Postponed to the 12th December, 1957.]