

supply will be very much less and that they will not be able to supply power to Delhi?

SHRI S. K. PATIL: No, Sir. According to the present plan, what is proposed to be done is as follows: According to the project report of the Bhakra-Nangal Hydro-electric scheme loads to be covered from the common pool are as follows:—

Delhi	.. 60,000 k.w.
Nangal Fer-	.. 160,000 k.w.
tiliser Factory	

The balance of the pool will be in the proportion between Punjab and Rajasthan, Punjab 84.78 and Rajasthan 15.22. Therefore, that is being adhered to.

SHRI V. K. DHAGE: What is the supply that is now being made?

SHRI S. K. PATIL: Twenty thousand k.w. to Delhi.

SHRI JASWANT SINGH: The hon. Minister just now stated that 60,000 k.w. will be supplied to Delhi. I want to know by when this supply will be made to Delhi.

SHRI S. K. PATIL: By 1960.

SUGGESTIONS BY SIR ERIC MILLBOURNE FOR REMOVAL OF CONGESTION AT THE PORTS

*155. **SHRI V. K. DHAGE:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Sir Eric Millbourne, the United Kingdom expert, left India on or about 11th October, 1957; and

(b) whether he has made any suggestions to Government regarding the solution of the problem of congestion at the ports; if so, what are those suggestions and what action Government have taken in this regard?

**THE MINISTER OF STATE IN THE
MINISTRY OF TRANSPORT AND**

COMMUNICATIONS (SHRI HUMAYUN KABIR): (a) Yes, Sir.

(b) A statement is laid on the Table of the Sabha.

STATEMENT

The following is the gist of the suggestions made by Sir Eric Millbourne, Adviser to the U.K. Ministry of Transport, on port congestion problems in India:—

(i) The first part of the problem is how to increase the rate of flow of cargo through the ports in such a way that goods from the ships to the areas of consumption, or from sources of origin to the ships, are handled in the most expeditious way possible. For this, there should be first of all an examination of the present methods and processes of cargo handling with a view to suggesting ways in which they may be improved, and secondly the acquisition of suitable mobile equipment wherever it may be immediately available. Such an examination will be made by two port operation experts, namely, Mr. Francis Cave, retired General Manager of the Liverpool Port Authority and Capt. Alistair Singh, formerly Prof. Adviser and General Manager of the East African Railways, who will remain in India to visit the ports and make recommendations in this regard.

(ii) While the action on recommendation (i) will alleviate the present situation, a major contribution to the overall problem of increasing cargo-handling capacity in advance of the provision of additional berths, can be made only by the installation of mechanical handling facilities for bulk cargoes like food-grains and mineral ores.

Messrs. Cave and Smith have submitted their reports after their visits to the ports of Calcutta, Visakhapatnam, Madras and Bombay. These include detailed recommendations for effecting immediate

improvement in operational matters and in several other respects. The reports have been forwarded to the Port Authorities concerned for consideration.

SHRI V. K. DHAGE: In the statement it is stated that Messrs. Cave and Smith have submitted a detailed recommendation for effecting improvements in operational matters and several other aspects. May I know as to what these recommendations are?

SHRI HUMAYUN KABIR: Does the hon. Member refer to the general report of this team or the report about different ports?

SHRI V. K. DHAGE: I do not know as to what it is. I am only asking this question because, on page 2 of the statement that has been given to me, it has been state . . .

SHRI HUMAYUN KABIR: For the information of the hon. Member, I might say that this team has submitted separate reports in respect of the ports of Calcutta, Bombay, Madras and Visakhapatnam and these were submitted on the 14th November, 19th November, 30th October and the 24th October and the final report was received only on the 20th of November. Therefore, they are still under study.

SHRI V. K. DHAGE: But what I wanted to know was not the decision of the Government with regard to the recommendations, but what those recommendations are.

SHRI HUMAYUN KABIR: The recommendations, I think, the hon. Member can himself guess. They are to speed up the despatch of cargo from ships to the ports and from the ports to the destination where the cargo is to go, introducing mechanical handling wherever possible, provision of suitable railway wagons, streamlining of custom formalities, imposition of penal rates of demurrage on consignees for delay in removal of cargoes, provision of more mechanical aids, improv-

ing maintenance of equipment of all kinds, etc. They are all in general terms.

SHRI MAHESWAR NAIK: Since when is the congestion going on in these ports and to what extent has the congestion been removed?

SHRI HUMAYUN KABIR: The congestion has been going on and the congestion will probably go on increasing in view of the enormous increase in our traffic; the port capacity cannot be increased as fast as the traffic is increasing. But measures are being taken, and the hon. Member will remember that the position which was quite serious in June and July was considerably relieved by the end of July and beginning of August. At one stage there were about 50 ships waiting in the Calcutta Port. This was brought down to about 20 at another stage, and attempts are being made to see that there is not any undue delay of any ships in any of the ports.

SHRI LAL BAHADUR: In addition I may merely add that there is no ship waiting either at Calcutta or at Bombay or at Madras, in none of them. But some ships are waiting in Visakhapatnam. So there is no congestion in the major ports at the present moment.

SHRI TRILOCHAN DUTTA: May I know if the Government has under consideration the development of more ports apart from those functioning at present in order to remove this congestion?

SHRI HUMAYUN KABIR: The hon. Member probably is aware that a team has come here to look into the possibility of developing some more ports.

SHRI B. K. MUKERJEE: Is it a fact that due to the congestion in our ports our country has lost a considerable amount of its exports?

SHRI LAL BAHADUR: We might have lost some exports and I need not go into the past. The situation was

such, especially because of the Suez Canal crisis, when ships came in a bunch to these ports, and I think the House will appreciate the difficulties with which we were faced at that moment. Without spending more on port facilities we were able to clear the congestion fairly successfully

SHRI V. K. DHAGE: Is there any specific recommendation with regard to the port of Bombay?

SHRI LAL BAHADUR: There is no specific recommendation but as my colleague has just now said, there are general recommendations for all the ports and we will have to work out the schemes if we accept those recommendations for the various ports.

SHRI B. K. MUKERJEE: Is it not a fact that these recommendations consist of recommendations regarding mechanisation of the ports? And if we are to mechanise the ports how much foreign exchange will we require to mechanise them?

SHRI LAL BAHADUR: No doubt mechanisation is one of their important recommendations, but as Mr. Mukerjee happens to be a labour leader I may inform him that we do not propose to take up mechanisation till we have consulted the labour unions also.

AID BY THE TECHNICAL CO-OPERATION MISSION FOR HYBRID MAIZE

*156. **SHRI N. R. MALKANI:** Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) the extent and nature of aid given by the Technical Co-operation Mission for evolving a good variety of hybrid maize;

(b) what is the approximate area under cultivation and the extent of production of such maize in India in the year 1957-58; and

(c) which States are likely to produce this kind of maize?

THE MINISTER OF CO-OPERATION (DR. P. S. DESHMUKH): (a), (b) and (c): A statement is laid on the Table of the Sabha.

STATEMENT

(a) For the development of hybrid maize, the Technical Co-operation Mission have supplied hybrid corn and crop seeds as also machinery for the production of hybrid seeds and promising maize hybrids on a limited scale. The Mission are also supplying machinery for the Seed Drying and Processing Laboratory which is being constructed at the Tarai State Farm, Uttar Pradesh. In addition, the Mission have assigned an Expert to the Government of Punjab to assist that Government in developing and producing hybrid maize seeds on a limited scale and have agreed to make the services of an Expert available to the Government of Uttar Pradesh for the same purpose. The actual cost of the various items of equipment and supplies made and the Experts provided by the T.C.M. is, however, not available.

(b) *Punjab.*—About 2000 mds. of hybrid seeds were produced by the Department of Agriculture, Punjab during 1956 kharif season. These hybrid maize seeds were sold to the farmers for sowing during 1957.

About 40 acres have been sown in Punjab for production of Punjab hybrid No. 1. It is expected that about 800 maunds of this hybrid will be available for planting next year. The Indian Agricultural Research Institute, New Delhi, has sown about 18 acres at Karnal with hybrid maize. It is anticipated that about 360 maunds of hybrid maize seeds will be produced.

Uttar Pradesh.—At the Tarai Farm about 200 acres have been sown for the production of certain promising U.S.A. hybrids, such as U.S. 13, and Kansas 1639, during Kharif 1957. A yield of 3600 mds. is expected to be available from this for sowing next year.