

a target of 80 million tons at the end of the second Five Year Plan?

SHRI A. P. JAIN: In fixing the target, we have taken into account the increase in population.

#### KANDLA PORT

\*23. PROF. N. R. MALKANI: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the number of steamers, both coastal and foreign, that touched the Kandla Port since January 1957 and the volume of cargo handled at the port during that period; and

(b) the total capacity of this port for receiving steamers and handling cargo?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) During the period 1st January 1957 to the 30th April 1957, 84 ships in the coastal trade and 22 ships in the foreign trade touched the Kandla port. The total tonnage of cargo handled by the port in this period was about 2 lakhs.

(b) The capacity of the port for receiving steamers is 1 tanker and 4 vessels for alongside berthing, 5 stream berths and a bunder for sailing vessels. Of these all except two cargo berths have been completed. When all the berths are brought into commission, the cargo handling capacity is expected to be 1.3 million tons per year.

PROF. N. R. MALKANI: Is it a fact that this port can handle about 70,000 tons of cargo per month?

SHRI RAJ BAHADUR: At the moment, the traffic expected to flow through this port—at the commencement—is estimated to be 450,000 tons of general cargo and 5,00,000 tons of oil per annum but as I said, after the completion of the present programme of construction, the handling capacity will rise up to 1.2 million tons.

PROF. N. R. MALKANI: Is it not a fact that up till now only 22,000 tons of cargo have been handled and not two lakhs of tons?

SHRI RAJ BAHADUR: As I said, Sir, my information is that the total of exports and imports handled so far is 210,055 tons, that means over two lakhs.

PROF. N. R. MALKANI: That is wrong information.

SHRI RAJ BAHADUR: I can give the hon. Member the break-up by various commodities if you so like, Sir.

MR. CHAIRMAN: No, not necessary.

PROF. N. R. MALKANI: Is it not possible to divert the traffic in the cargo of a particular zone of India through this port?

SHRI RAJ BAHADUR: That is a matter of study, but I would be obliged to the hon. Member if he could give me the source of his information which challenges the figures that I have given just now.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: Is the port working full-fledged or something more is to be done?

SHRI RAJ BAHADUR: I have mentioned, Sir, that so far, it can handle up to nine lakh tons, but after the completion of the works, it will go up to 1.3 million, that is 13 lakhs tons.

SHRI M. GOVINDA REDDY: May I know how long it would take to complete these two berths?

SHRI RAJ BAHADUR: Sir, these two berths are about to be completed and I think they will be commissioned in the month of June.

#### CONSTRUCTION OF JETTIES AT THE KANDLA PORT

\*24. PROF. N. R. MALKANI: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state whether Government had invited tenders for the construction of two more

jetties at the Kandla Port and whether only a partial contract has been given to the Sindhu-Butzer Co. for the construction of these additional jetties?

THE MINISTER IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): Tenders were not invited in the particular case of construction of the additional two berths. The contract for the original four berths now under construction was given to a contractor selected after tenders had been invited on a wide basis. The design of these six berths is based on hollow pile foundations in respect of which Messrs. Sindhu-Butzer Co. has the equipment at site. It was, therefore, found economical to entrust only the foundation work of the two additional berths also to this firm. As the balance of the work has no special feature, the usual procedure of inviting tenders is being adopted.

PROF. N. R. MALKANI: Is it not a fact that at present that company is employing nearly four thousand people and as it is, they are retrenching nearly 60 per cent. of their staff because the whole contract has not been given to them or to any other company?

SHRI RAJ BAHADUR: Sir, as I have said, the question pertains to the giving of this particular work to the company. About retrenchment or other aspects of the question, I may have to have a separate notice.

PROF. N. R. MALKANI: Then the contract should be given wholly to this company or it should be given to other companies. There should not be a time lag of a long period of six months or so between the two.

SHRI RAJ BAHADUR: I am afraid I cannot answer that aspect of the question specifically.

दिल्ली में यमुना नदी पर एक अन्य पुल का निर्माण

\*२५. श्री नवाब सिंह चौहान : क्या

परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार दिल्ली में यमुना नदी पर एक अन्य पुल बनवाने की किसी योजना पर विचार कर रही है और यदि ऐसा है, तो इसका विवरण क्या है;

(ख) यह पुल किस स्थान पर बनेगा; इस पर कितना व्यय होगा और इस पुल का निर्माण कब से प्रारम्भ हो जायेगा; और

(ग) इस पुल के निर्माण के क्या कारण हैं और इससे वर्तमान पुल पर यातायात का कितना भार कम हो जाने का अनुमान है ?

†[CONSTRUCTION OF ANOTHER BRIDGE OVER THE JAMUNA RIVER AT DELHI

\*25. SHRI NAWAB SINGH CHAUHAN: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government have any proposal under consideration to construct another bridge over the Jamuna River at Delhi and if so, what are the details thereof;

(b) which is the site of the proposed bridge, what is the amount of expenditure to be incurred thereon, and by what time the construction of the bridge will commence; and

(c) what are the reasons for the construction of the bridge and to what extent it is expected to relieve the pressure of traffic on the existing bridge? ]

परिवहन तथा संचार मंत्रालय का राज्य मंत्री (श्री राज बहादुर) :

(क) जी हाँ। पुल पर आने जाने के लिये चार रास्ते (a four-lane carriage-way) होंगे और उनके दोनों तरफ पगडडियाँ होंगी।

(ख) पुल हुमायूँ के मकबरे के पास बनाया जायेगा और उस पर लगभग एक