

काश्त के लिये जो अभी तक डिफेक्टिव इम्प्लॉमेंट चल रहे थे उनको बदला जाये और क्या उनको रिलेस करने के लिये इस कमेटी ने कोई सिफारिश की है ?

डा० राम सुभग सिंह : धान का खेतों के लिये बढ़िया जापानी ट्रैक्टर चार जगहों में इस्तेमाल किये जा रहे हैं। वे अभी प्रदर्शन सरोखें हैं, लेकिन उनको बढ़ाने का बात सोचा जा रहा है, और माननीय सदस्य महोदय के नजदीक ही उसका प्रदर्शन भी हुआ है, सहारनपुर के सराना गांव में, और वहां खेतों भी धान का अच्छा हुई था।

Development of Mizo Hills

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{ Shdi Hem Barua:
 { Shri P. C. Barooah:
 *1094. { Shri Surendra Pal Singh:
 { Shri Sidheshwar Prasad:
 { Shrimati Jyotsna Chanda:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Government of Assam have sent a scheme to the Central Government to make the Dhaleswari in Mizo Hills, Assam, navigable and have asked for funds to finance the scheme; and

(b) if so, the details of the scheme, the finances necessary and Government's reaction to the whole proposal?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) A copy of the scheme received from the Government of Assam is placed on the Table of the House. The scheme is under examination [Placed in the Library. See No. LT-1256|63].

Shri Hem Barua: May I know if it is a fact that the Government of Assam has drawn up an integrated plan for the development of the Mizo Hills with a network of roads etc.? If so, may I know whether this particular scheme is a part of that integrated scheme or it is something different?

Shri Raj Bahadur: I know of this scheme. I accept the information given by the hon. Member.

Shri Hem Barua: May I know whether the Minister will give us an idea, a broad outline, of the scheme and whether it is likely to benefit and help in the development of the Mizo Hills in point of agriculture and industry? May we have an idea of that?

Shri Raj Bahadur: All that has been given in the statement. For the benefit of the hon. Member, I may say that it will provide the much needed communication facilities in that part of our country. It will also provide a second line of communication at a place where road communication is very unsatisfactory, because only jeeps can ply. The cost of transportation is also very heavy. For a length of 96 miles water transport will be possible on the rivers Dhaleshwari and Katakhal. It is with this end in view that this scheme has been put forward.

Shri P. C. Barooah: May I know whether there is any proposal to make Akyab a port, because the river Dhaleshwari flows that side, so that there will be another harbour in that area?

Shri Raj Bahadur: Akyab is a port in Burma. As far as I remember river Dhaleshwari flows to Burma. But I do not know whether we can make Akyab a port of our own.

Shrimati Jyotsna Chanda: The hon. Minister has stated that Kaladan river is in Burma. May I know whether that portion of the river Kaladan which flows through Mizo Hills will be connected with river Dhaleshwari

so that there can be navigation? May I know whether this proposal will also be covered by this scheme?

Shri Raj Bahadur: I do not have that information.

Mr. Speaker: Shri Surendra Pal Singh.

Shri Surendra Pal Singh: My question has been covered.

Mr. Speaker: Next question.

Mormugao Harbour

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*1095. { **Shri P. C. Borooah:**
Shri Surendra Pal Singh:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Maheswar Naik:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have finalised a scheme for the modernisation of the Mormugao Harbour;

(b) if so, the broad outlines of the scheme; and

(c) the action taken by Government for the implementation of the scheme?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A broad scheme of development for the Port of Mormugao has been drawn up. The details of the scheme are now being worked out. In the meantime, advance action has been taken in regard to urgent items. Sanction has been given to the purchase of a new dredger and a power-driven mooring launch, which are estimated to cost more than Rs. 1 crore. An order for the dredger will be placed shortly. Dredging of the approach channel and inner basin has also been completed at a cost of about Rs. 12 lakhs and this will ensure minimum depths for taking 28 ft. draft ships throughout the year. The other schemes that may be included in the

programme will be implemented as soon as the details are finalised.

Shri P. C. Borooah: May I know whether little has been done for the development of this Port up till now because of the tussle between the Naval authorities and the civil authorities as to who is going to own this Port and how the differences have been removed?

Shri Raj Bahadur: There is no conflict or difference. The question was as to what will be the respective areas of development of the Port and the Naval requirements. I think, they are under the process of examination. But that will not in any way impede the developmental schemes and their execution.

Dr. Gaitonde: May I know whether it is a fact that the railways in Goa belong to the Port so far: if so, when are they going to be taken over by the Railway Ministry?

Shri Raj Bahadur: So far as the area of the port is concerned, the railways belong to the port authorities as in the Bombay and Calcutta Port areas. The railways outside the Port area might be taken over by the Railways.

Dr. Colaco: May I know whether any final decision has been taken by the Government about Marmugao Harbour as to whether it will be a commercial port, a free port or an additional Naval base?

Shri Raj Bahadur: It is and will remain a commercial port. In fact, we anticipated that there will be an average export of 10 to 12 million tons of iron ore plus two million tons of general cargo. It is with that figure in view that we are planning our developmental schemes. So far as the question of a free port is concerned, there is no free port and there cannot be any free port in India. There can be a free trade zone only and it is not yet under consideration.