

(b) if so, the reasons therefore; and

(c) the reaction of the State Governments to this proposal?

The Minister of Transport (Shri Raj Bahadur): (a) The National Development Council has suggested to the State Governments that programmes for expanding the fleets of the State Road Transport Undertakings for passenger service should be held in abeyance or curtailed to the minimum, and where possible, deferred.

(b) The reason which appears to have weighed with the Council is that the productive capacity of the automobile industry should be conserved for more important uses, including military needs.

(c) There is no nationalised service in Pondicherry while the transport services are completely nationalised in Himachal Pradesh. The question of the Himachal Pradesh and Pondicherry Government taking any action on the suggestion does not arise.

The Andhra Pradesh Road Transport Corporation is reviewing its programmes of nationalisation for the years 1964-65 and 1965-66.

The U.P. Roadways have deferred 10 out of the 32 schemes published by them and further publication of new schemes has also been deferred.

The proposal to nationalise road transport services in Tripura has been postponed.

The Government of Kerala have stated that the advice of the National Development Council will be kept in view by them.

The Manipur State Transport and Gujarat State Road Transport Corporation have reported that they are going slow with their nationalisation programmes.

The Maharashtra State Road Transport Corporation have been advised to finance their nationalisation programmes from their internal re-

sources and not to ask for any capital contribution from the Central Government or the State Government.

The Government of Punjab have regretted their inability to act on the advice of the National Development Council, since any postponement or deferment of the programmes in the Ambala and Jullunder regions will be contrary to the agreement of the State with the private operators to run transport services on a 50:50 basis.

The other States have not yet communicated their views.

Road Board

***473. Shri Ramachandra Ulaka:** Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 350 on the 12th March, 1963 and state:

(a) whether Government have since considered the proposal for setting up a Road Board; and

(b) if so, the broad features thereof?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). The matter is still under consideration.

Timber Shortage

***474. { Shri Indrajit Gupta:
Shri Yamuna Prasad Mandal:
Shri Badrudduja:
Shri N. P. Yadav:
Shri H. P. Chatterjee:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether long-term plans have been drawn to meet 100 million ton deficit in timber and fuel; and

(b) if so, the outline thereof and the arrangements made to ensure financing of such plans?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A 15 year programme for raising fast grow-

ing species suitable for wood based industries, covering one lakhs acres annually, was drawn up before the commencement of the Third Plan. A provision of Rs. 275 lakhs has been made in the Third Plan for raising such species over an area of 1,37,000 acres, to start with.

A provision of about Rs. 10.5 crores is also required by the States for raising economic plantations over about 7 lakh acres during 3rd Plan period. Afforestation is also done under the schemes on Farm Forestry, Plantation along roads and canals, Rehabilitation of degraded forests and development of pasture and grazing. Large scale plantations are done every year under *Vanamahotsava*.

The Government of India provides subsidy upto 50 per cent for raising matchwood plantations, loan upto 100 per cent for other economic plantations and subsidy upto 100 per cent for raising fast growing species.

Work on the project "Pre-investment Survey of Forest Resources" is also to be started shortly. Under this project, possibilities will be explored of proper industrial utilisation of raw material available in inaccessible forest areas and measures to be taken for development of these forests with a view to increase the raw material required for industries from forests.

Madras has proposed to take up afforestation scheme under Freedom from Hunger Campaign. Assistance will be available from the F.A.O. in executing such schemes.

Provision which will be required for the various afforestation schemes during 4th and subsequent five-year plans has not been worked out so far.

Mangalore Port

Shri Yashpal Singh:
Shri Bishanchander Seth:
Shri Ramghunath Singh:

*475. Shri Subodh Hansda:

Shri Mohan Swarup:
Shri D. C. Sharma:
Shri Mohsin:

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that Government are considering to take up work on the Mangalore all-weather port;

(b) whether any decision has been taken by Government to select a site for the port;

(c) whether Government have approved the report of the Technical Advisory Committee appointed by Government; and

(d) if so, how far it has been implemented?

The Minister of Transport (Shri Raj Bahadur): (a) The Mangalore port project is an item already included in the Third Five Year Plan. Work on the project is proceeding.

(b) A site north of the Gurpur river has been selected for the new harbour.

(c) and (d). The Technical Advisory Committee has been constituted for scrutinising the lay-out and designs for the harbour and to advise on other important technical matters relating to the Project. The first meeting of the Committee was held in March, 1963. The Committee has approved the site of the harbour and the broad details of the project as set out in the project Report prepared by the Technical wing of the Department of Transport.

The Government have appointed a Chief Engineer and Administrator for the project who joined in June, 1963. The project organisation is taking shape. Some members of the staff have been recruited. Some more will be recruited soon. Land acquisition is in progress. Sanction for the construction of quarters has been issued.

Other urgent proposals such as experimental dredging between minus 20 feet and minus 30 feet contours