

गया है, उस में कौन कौन ग्रेड के अफसर हैं और उन के खिलाफ क्या क्या ऐक्शन लिया गया है ?

**श्री कानूनगो :** दो अफसरों के नाम उन्होंने दिये हैं जिन में एक तो ऐयरोड्रोम आफिसर हैं और दूसरे हैं असिस्टेंट ऐयरोड्रोम आफिसर ।

**श्री शिव नारायण :** मैं यह जानना चाहता हूँ कि इस जैन कमेटी ने कितने अफसरों के खिलाफ रिपोर्ट की है और उनके खिलाफ आपने क्या ऐक्शन लिया है ?

**अध्यक्ष महोदय :** यह तो उन्होंने जवाब दिया है । माननीय सदस्य सिर्फ सवाल के खयाल में रहे, मन्त्री जी का जवाब नहीं सुनते रहे ।

**Shri S. M. Banerjee:** The other day, the hon. Minister—I think it was the Home Minister—stated that a team of officers were sent to England and to other places to find out the whereabouts of Mr. Walcott. I want to know whether those officers have returned to our country and, if so, what is their report?

**Mr. Speaker:** I do not allow that question. Next question.

#### Quick Handling of Goods at Ports

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**Shri R. G. Dubey:**  
**Shri Yashpal Singh:**  
**Shri Bibhuti Mishra:**  
**Shri K. N. Tiwary:**  
**Shri S. C. Samanta:**  
**Shri Subodh Hansda:**  
**Shrimati Savitri Nigam:**  
**Shri M. L. Dwivedi:**  
**Shri P. R. Chakraverti:**  
**Shri P. C. Borooah:**  
**Shri C. K. Bhattacharyya:**  
**Shri Bhagwat Jha Azad:**  
**Shri D. D. Puri:**  
**Maharajkumar Vijaya**  
**Ananda:**  
**Shri Ravindra Varma:**  
**Shri P. Venkatasubbaiah:**

**Shrimati Renuka Barkataki:**  
**Shri Mohammad Elias:**  
**Shri P. G. Sen:**  
**Shri Ram Sewak:**

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

(a) the recommendations made by an American expert on shipping to improve the facilities for quick handling of goods at the ports; and

(b) the action Government have taken to implement those recommendations?

**The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan):** (a) Copies of the Report of the "Indian Port Facilities and Cargo Handling Improvement Team—U.S. A.I.D." submitted to the Government of India have been placed in the Parliament Library.

(b) A statement showing the major recommendations of the Team and action taken thereon by the Government is laid on the Table of the House. [Placed in Library. See No. LT-3428/64].

**Shri R. G. Dubey:** It is said in the statement that the unloading capacity at Bombay would be raised from 1,500 tons to 4,000 tons a day when the equipment is fitted. May I know to what extent the unloading capacity would be raised, in other ports, for example, Kandla, Calcutta and Madras?

**The Minister of Food and Agriculture (Shri C. Subramaniam):** Kandla also is given here.

**Mr. Speaker:** What is contained in the statement need not be repeated.

**Shri C. Subramaniam:** It is contained here.

**Shri R. G. Dubey:** Pending this improvement in cargo handling facilities, may I know whether the Government is considering the feasibility of introducing round-the-clock system of unloading, that is, the shift system?

**Shri C. Subramaniam:** It is already being done. We have introduced three shifts in Bombay and round-the-clock unloading is being done now.

**श्री यशपाल सिंह :** क्या सरकार यह बतला सकती है कि खाद्यान्न जल्दी से जल्दी पहुंचे, माल जल्दी से जल्दी अनलोड हो, इसके लिए कितनी लैडिंग बर्थस इस वक्त सरकार के पास हैं और कितनी की और जरूरत है ?

**Shri C. Subramaniam:** This question rests with the Transport Ministry. As far as I am concerned, I have obtained from the Transport Ministry sufficient facilities to handle the present food imports.

**Shri Bibhuti Mishra:** In the statement it has been mentioned thus:

“An incentive scheme at Calcutta has been announced by the Dock Labour Board but the response of labour has not been satisfactory”.

I want to know what are the demands of labour which the Dock Labour Board is not conceding.

**Shri C. Subramaniam:** There was no demand as far as labour is concerned. There is a peculiar system in the Calcutta Harbour where the labour works for two shifts—16 hours—and they are entitled to clear within the 16 hours whatever is possible. Our idea was to restrict this to 8 hours which is provided under the labour laws, also, so that there may be two shifts. For this, incentives also have been offered, but still they are insisting they should be allowed to continue with 16 hours and go about the work in a leisurely manner.

**Shri R. Ramanathan Chettiar:** This question relates to the Ministry of Transport and it has no connection at all with food. I do not know why the Food Minister is answering it.

**Mr. Speaker:** It is about quick handling of goods and not the ports.

**Shri K. N. Tiwary:** On page 4, para 12, it is stated:

“Earlier attempts on the part of Department of Food had failed.”

May I know what are the reasons for the failure?

**Mr. Speaker:** Can the Transport Minister also help in this question? It is really mixed up.

**Shri C. Subramaniam:** There also there are certain labour practices which are inhibiting quicker unloading of food ships. We are trying to persuade them to get out of that.

**Shrimati Savitri Nigam:** It has been mentioned in the statement that:

“The matter was discussed with the Central Chartering Committee and it was decided that, for the present, instead of raising the stipulated discharge from 1500 tons per day, Government should take over with effect from February, 1965 the responsibility of discharging foodgrains.”

I would like to know what is the present situation and whether 4,000 tons daily are being discharged or not?

**Shri C. Subramaniam:** No, Sir; 4000 tons would be discharged when we get all the equipment and we bring about all the improvements which have been recommended. That will take some time.

**Shri P. C. Borooh:** May I know what is the present handling capacity of all the Indian ports per month and what is being handled at present?

**The Minister of Transport (Shri Raj Bahadur):** The total installed capacity of the major Indian ports at present is in the vicinity of 49 million tons. The maximum peak traffic that we have so far handled is 44 million tons which was last year. The monthly figure can be calculated from this.

**Shri Bhagwat Jha Azad:** For a long time it is being said that financial incentive will play a major part in

increasing the productivity of labour and this committee also has strongly recommended it. Why is it that an incentive scheme announced at Calcutta is being resisted and in other major ports the schemes are still under examination? May I know how Government propose to increase productivity in view of their own statement that they are only considering the introduction of the incentive scheme in the major ports?

**Shri Raj Bahadur:** Piece-rate scheme as distinguished from time-rate is an accepted policy and it has been introduced in Bombay already and in Madras for certain types of cargo and goods handled there. So far as foodgrains are concerned, there was some difficulty. But that also has been got over. In Calcutta, there was some difficulty, but the incentive scheme has been introduced recently. It is too early to say that it has not shown the desired results. I am sure it will show the desired results very soon.

**Shri Narendra Singh Mahida:** May I know whether the Kandla Port offers better facilities and quicker handling of goods compared to other ports in India?

**Shri Raj Bahadur:** Kandla Port has got spare capacity, no doubt, and that is why we have decided to divert as many food ships as possible to Kandla to utilise the spare capacity. In fact, it can handle 1.2 lakh tons per month.

**श्री तुकम चन्द कछवाय :** अमेरिकन ऐक्सपर्ट ने जो सिफारिश की है उस से जो मजदूरों की छंटनी होगी तो वह कितने मजदूरों की छंटनी होगी और उसमें कितना डैमरैज हम को देना पड़ेगा ?

**श्री राज बहादुर :** मजदूरों की छंटनी के बारे में हमारी नीति बिल्कुल स्पष्ट है। हमें। मकैनाइजेशन तो करना है क्योंकि हमारे बन्दरगाह 19 वीं सदी के बन्दरगाह तो बने नहीं रह सकते हैं, उन्हें बीसवीं शताब्दी का बन्दरगाह बनना होगा। लेकिन साथ ही स

जहां तक सम्भव है हम न तो मजदूरों को, श्रमिकों को बेरोजगार होने देंगे न उनकी आमदनी में कोई फर्क आने देंगे इसलिए जो कुछ भी उचित उपाय निकाल सकते हैं उनको निकालने की हम कोशिश करेंगे।

**Dr. Sarojini Mahishi:** May I know whether the Government's attention has been drawn to the correspondence carried on in the *Indian Express* by a few foreigners regarding corruption prevailing in Indian ports; if so, may I know the reaction of the Government thereto?

**Shri C. Subramaniam:** It is too far away from the question.

**Shri Raj Bahadur:** Sir, if I may be permitted to answer that question, I may say that that statement has been taken note of by us. I must say that it is an unfortunate statement. It is full of exaggeration and hyperboles. It is also one-sided because hunger, want and poverty of our labour class is also often exploited by certain self-seeking shipowners. This is also a fact. As such it would be pertinent for me to say that while we take due note of the legitimate complaints made, we would like to condemn the attitude of the American correspondent in the concerned newspaper.

**श्री रामेश्वरानन्द :** अध्यक्ष महोदय, अभी हम विदेशों से अन्न मंगाते हैं। क्या भारत सरकार ऐसा यत्न करेगी कि बाहर से अन्न न मंगाना पड़े और हम अपनी आवश्यकता पूरी करने के लिए अपने देश में ही पर्याप्त अन्न पैदा कर सकें; यदि हां, तो इसमें कितना समय लगेगा ?

**अध्यक्ष महोदय :** स्वामी जी की बात का खास खयाल रखा जाये।

**श्री रामेश्वरानन्द :** अध्यक्ष महोदय, मेरे प्रश्न का उत्तर तो आना चाहिए।

**अध्यक्ष महोदय :** यह सवाल नहीं उठता है। सवाल यह है कि जो माल आ जाये, उसको कितनी जल्दी उतारा जाये।