

We are usually getting, but still the flow has been from Nepal to India, not from India to Nepal.

श्री रामसेवक यादव : क्या यह खाद्य मंत्री की जानकारी में है कि बिहार सरकार ने धान उगाहने का जो नियम बनाया था उस में बचने के लिए धान नेपाल ले जाया गया और चावल नहीं ले जा रहे हैं और इस काम में वहाँ की पुलिस ने सहायता पहुँचायी है, यदि हाँ तो क्या कृषि मंत्री जी इन बात की जानकारी कोई एक स्वतंत्र तरीके से भेष आदि बदल कर लेने की कोशिश करेंगे या वह बस अपनी सरकारी मशीनरी पर ही भरोसा करते रहेंगे ?

Mr. Speaker: The first has been answered, the second is only a suggestion.

श्री क० ना० तिवारी : नेपाल और हिन्दुस्तान में चावल का व्यापार होता था ताँ क्या नेपाल गवर्नमेंट ने या भारत का सरकार ने कोई इस के ऊपर कानूनी बंधन किया है जिसकी वजह से यह सबाल उठ रहा है कि यह स्मगलिंग हो रही है ?

Shri C. Subramaniam: As I have already stated, the movement of rice has been from Nepal to India, and therefore, there is absolutely no ground for thinking that there has been smuggling from India into Nepal.

Paradeep Port

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- { Shri Surendra Pal Singh:
 Shri Bibhuti Mishra:
 Shri K. N. Tiwary:
 Shri D. C. Sharma:
 Shri Rameshwar Tantia:
 Shri Prakash Vir Shastri:
 Shri Jagdev Singh
 Siddhanti:
 Shri P. C. Borooah:
 Shri Yashpal Singh:
 Shri R. S. Pandey:
 *33. { Shrimati Tarkeshwari Sinha:
 Shri Vishwa Nath Pandey:
 Shri Ram Harkh Yadav:
 Shri Ravindra Varma:

{ Shri P. Venkatasubbaiah:
 Shri P. L. Barupal:
 Shri Heda:
 Shrimati Sharda Mukerjee:
 Shri Himatsingka:

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that Government have decided to take over Paradeep Port project;

(b) if so, the main reasons therefor; and

(c) the terms and conditions for the same?

The Minister of Transport (Shri Raj Bahadur): (a) The Government of India took over the Paradeep Port Project from the 1st June 1965.

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

STATEMENT

The Paradeep Port Project has been taken over as a Central Project with effect from the 1st June, 1965. This has been done with a view to afford financial relief to the State Government who are already incurring very heavy expenditure on the other parts of the Paradeep complex viz. the Mining Project, the Expressway Project and the Road Transport Organisation.

2. The main terms of the change-over are the following:

- (i) The Central Government will complete the Project and administer the Port when it is ready for operations.
- (ii) Before traffic operations are started, Paradeep will be declared a Major Port under the Indian Ports Act.
- (iii) The money invested by the State Government on the development of the Project till the date of taking over will be treated as a loan to the

Port Project to be repaid in due course when it is financially in a position to undertake such repayments.

- (iv) The Central Government's investments will also be treated likewise.
- (v) From the 1st June, 1965, all further expenditure on the Project will be the direct responsibility of the Central Government.
- (vi) All the assets and liabilities of the Project will be taken over by the Central Government from this date.

Shri Surendra Pal Singh: Does this decision of the Government of India to take over the Paradeep project follow from any policy decision of the Government to take over all major projects of national importance from the State Governments, or has this been done as a special favour to the Orissa Government?

Shri Raj Bahadur: There is no question of favour as such. The Paradeep complex consists of not only the port project, but the express highway project, the iron ore development project and allied facilities, and the port project was accepted with the object of exporting at least 2 million tons of iron ore from Paradeep. We could not include it in the Third Plan. The State Government insisted on this being done. When it could not be included in the Third Plan, they went on their own, after getting our concurrence. Then the cost of the project turned out to be much bigger than they could incur. From Rs. 12 crores, it went up to Rs. 26 crores. They have already invested Rs. 9 crores, and the port is nearing completion. It will be completed by November. So, there was no option but to take it over.

Shri Surendra Pal Singh: When the Government of India and the Planning Commission gave the go-ahead signal to the Orissa Government in

regard to Paradeep, did they feel convinced that the State Government was financially and technically competent to handle a project of this magnitude and complexity?

Shri Raj Bahadur: They selected their own Chief Engineer, and I am happy to say that he went on quite well. He has done it, and he is going to open the port by November, 1965. There is no question of technical competence. They were also assisted by a firm of foreign consultants, namely Messrs. Rendell, Palmer & Tritton. As such, the technical question did not arise.

As for the financial question, initially it was estimated to cost, as per the consultants, Rs. 12 crores, but because of the escalation of prices, it went up to Rs. 26 crores, and we can see that the State Government did their best to find the resources and invested as much as Rs. 9 crores on Paradeep.

श्री विभूति मिश्र : केन्द्रीय सरकार ने जो इस बन्दरगाह को लिया तो इसके पहले क्या वहाँ की लाइसेन्सिटीज और एसेट्स की जांच कर ली थी और विशेष कर जो वहाँ के चीफ इंजीनियर की शिकायत थी उस बात की भी जांच करने के बाद इसे लिया है या उसके पहले ही इसे अपने हाथ में लेने का विचार कर लिया था ?

श्री राज बहादुर : उसके बारे में जैसा कि बयान में दिया गया है जो कुछ भी पहली जून मन् 65 से पहले का है उसके लिए उत्तरदायित्व सारा स्टेट गवर्नमेंट का है और वह उसे करेगी लेकिन उसके बाद का जो खर्चा है वह हमारे ऊपर है। चीफ इंजीनियर के यहाँ से जो शिकायतें आई थी उनकी जांच हुई है और जिसके कि बारे में हाउस को जानकारी है।

श्री क० ना० तिवारी : केन्द्रीय सरकार इसके ऊपर कितना खर्चा करने जा रही है ?

श्री राज बहादुर : जितना खर्च करने की आवश्यकता होगी वह किया जायेगा वैसे इस साल के बजट में 5 करोड़ रुपये रखे गये थे और मैं समझता हूँ कि वह खर्च हो जायेगा ।

Shri D. C. Sharma: After having taken over this sinking port from the Orissa Government, what is the amount of loan that the Orissa Government owes to the Central Government and what is the total amount of money to be spent on bringing this port into proper functioning order?

Shri Raj Bahadur: No port in the world is a sinking port; it is a heaven of refuge for all sinking ships. Apart from that so far as the financial liabilities of the Orissa Government are concerned, the question may better be addressed to the Ministry of Finance.

श्री प्रकाशबीर सास्त्री : पारादीप पत्तन को अपने हाथ में लेने के बाद क्या सरकार ने वहाँ की प्रबन्ध-व्यवस्था में और विशेष कर उसके बड़े अधिकारियों में किसी प्रकार के कोई परिवर्तन किये हैं; यदि हाँ, तो वे क्या हैं ?

श्री राज बहादुर : अब जो व्यवस्था रखी गई है, उसमें पूरी देख-रेख एक कमेटी के द्वारा की जाती है जिसका नाम है पारादीप पोर्ट प्राजैक्ट कमेटी । सेक्रेटरी, ट्रांसपोर्ट मिनिस्ट्री, उसके चेयरमैन हैं और उसमें कामर्स मिनिस्ट्री, एम० एम० टी० सी० और मिनिस्ट्री आफ फिनांस के डिपार्टमेंट आफ को-आर्डिनेशन और डिपार्टमेंट आफ एक्सपेंडीचर के एक एक प्रतिनिधि हैं । इसके प्रतिरिक्त चीफ इंजीनियर, डेवेलपमेंट आफिसर, मिनिस्ट्री आफ ट्रांसपोर्ट और उड़ीसा गवर्नमेंट के दो प्रतिनिधि हैं ।

श्री जगदेव सिंह सिद्धान्ती : क्या चीफ इंजीनियर के खिलाफ कोई शिकायतें आई हैं, यदि हाँ, तो उनके विषय में सरकार ने क्या निश्चय किया है ?

श्री राज बहादुर : चीफ इंजीनियर के खिलाफ कुछ शिकायतें थी, जिनके बारे में जांच वगैरह हुई । उनके बारे में जो समाधान था, वह सम्बन्धित विभागों ने किया ।

श्री यशपाल सिंह : क्या यह सही है कि माननीय बीजू पटनायक के कारण सरकार को यह फ़ैसला लेना पड़ा ? क्या अब तक जो रुपया खर्च हुआ है, वह उड़ीसा गवर्नमेंट को वापस दिया जायेगा, या किस तरह से होगा ?

श्री राज बहादुर : यह एक दम गलत है ।

Shrimati Tarkeshwari Sinha: What is the capacity of the berth of this port, how many berths have been constructed so far and what is the foreign exchange liability to be incurred on the development of this port?

Shri Raj Bahadur: We will start with one berth in the current year. After this port is commissioned along with the mechanical ore loading plant which is being erected by the same chief engineer, it is expected that we shall be able to export as much as five lakh tons of iron ore this year. With effect from next year it will go up to two million tons. I cannot give immediately the foreign exchange liability.

Shri P. C. Borooah: What will be the total capacity of this port after completion of the two phases and what will be the remaining gap to be provided for in the Fourth Plan?

Shri Raj Bahadur: To begin with we have provided for two million tons; it can go up to five million tons and when needed, with the expansion of the port.

Shri R. S. Pandey: In connection with the Paradeep port some time back it appeared in the Press that the Government is considering to take action because of the mismanagement by the project authority. May I know if this is true and, if so, has the Government examined it?

Shri Raj Bahadur: The test of the pudding lies in the eating. So far as the execution of the project is concerned, starting as late as February 1963, if the port is going to be completed in November 1965, I think it is a performance.

Shri P. Venkatasubbaiah: In pursuance of Government's policy to provide financial relief to States which are burdened with commitments of such magnitude, may I know whether there are any other projects that are under consideration for the provision of such financial relief?

Shri Raj Bahadur: I think I have clarified the position. The State Government had already incurred an expenditure of Rs. 9 crores. We could not leave the port midway. It is going to be a major port. We could not include it in the Third Plan.

Shrimati Sharda Mukerjee: One understands that the investment which the Central Government is going to make will have to be repaid by the port authorities. Has the Central Government made any assessment as to how long it will take for them to repay it?

Shri Raj Bahadur: It is generally the system that whatever is invested in a port goes by way of loan and the loan is realised in instalments by the port itself from its own income. I cannot give the exact period during which it is to be repaid entirely.

Shrimati Sharda Mukerjee: My question has not been answered. Has

any assessment been made as to how long it will take. Rs. 9 crores had been paid and Rs. 26 crores was the estimated expenditure. Is it going to take 20 years or 30 years? What is the assessment?

Mr. Speaker: It was said that it was nearing completion.

Shrimati Sharda Mukerjee: The facilities are not given to other States.

Shri Raj Bahadur: It was Rs. 9 crores plus Rs. 5 crores, totalling Rs. 14 crores, or nearly Rs. 15 crores in all by the time the port was commissioned. I cannot give the figure; I have not myself got this figure. The assessment should have been made.

श्री सरजू पाण्डेय : इस स्टेटमेंट को देखने से मालूम होता है कि इस प्रोजेक्ट को केन्द्रीय सरकार ने इस लिए हाथ में लिया है कि प्रांतीय सरकार इस को फिनांस नहीं कर पा रही है। मैं यह जानना चाहता हूँ कि दूसरे प्रदेशों में जो ऐसे प्रोजेक्ट्स चल रहे हैं, जिनको प्रांतीय सरकारें फिनांस नहीं कर पा रही हैं, क्या सरकार उन को भी लेने का विचार कर रही है।

सध्यस महोदय : यह पालिसी का मीटर है।

श्री सरजू पाण्डेय : सध्यस महोदय, यह बड़ा इम्पोर्टन्ट प्रश्न है।

सध्यस महोदय : मैंने यह तो नहीं कहा है कि यह इम्पोर्टन्ट नहीं है, लेकिन पामिसी मेटर्ब सवानों के जरिये तय नहीं किये जा सकते हैं।

श्री हुकम चन्ध कच्छबाय : क्या मन्त्री जी बतायेंगे कि क्या पारादीप बन्दरगाह के पदाधिकारियों के खिलाफ काफ़ी शिकायतें थीं; यदि हाँ, तो उन के खिलाफ क्या कार्यवाही की गई है? जे. कमेटी बनाई गई है, क्या उसमें

उन लोगों को भी रखा गया है ? इस कमेटी के काम करने का ढंग का क्या होगा—यह किस आधार पर काम करेगी ?

श्री राज बहादुर : जो शिकायत थी, उसके बारे में मैं जवाब दे चुका हूँ ।

श्री हुकम चन्द कछवाय : मैंने यह पूछा है कि कितने लोगों के बारे में शिकायतें थीं और उनके बारे में क्या कार्यवाही की गई है ।

अध्यक्ष महोदय : इस वक्त तफ़्तील में जाना मुश्किल है ।

Shri Kapur Singh: I would like to know why the earlier and repeated requests by Bhuvaneshwar for the Central take-over were rejected till Paradeep became a septic cesspool of corruption? What were the reasons?

Mr. Speaker: He has answered it.

Shri Raj Bahadur: To begin with, the Central Government appointed a committee for the development of an intermediate port. It was advised by the committee that it should be developed as an intermediate port. But the State Government was keen, as Orissa happens to be one of the maritime States of our country which does not have any single major port, that Orissa must have at least one single major port and with a view to achieve that objective the State Government showed some initiative and they went in that direction, and the Government of India also decided that they should be allowed to do so, because they could not finance it entirely. Therefore, we thought we could take over this major port and run it, particularly in view of the fact that it would be a foreign exchange earning port by the export of iron ore.

Shri Kapur Singh: Why did they wait till it became a septic cesspool of corruption?

Mr. Speaker: It has been answered.

Shri Surendranath Dwivedy: Is it a fact that although this project com-

mittee has been formed on the 1st January, except that a telegram was sent to the present set of administration that the Government of India has taken over, no special officer has yet taken charge of the administration of the port, and the same old set of administration continues, and all sorts of troubles are there, and no enquiry has been made into the allegations made against the Chief Engineer who is still in charge of the port administration?

Mr. Speaker: He is giving more information than asking for it!

Shri Surendranath Dwivedy: I asked whether any other step has been taken, except a telegram that they are taking over. The question is whether they have taken over; that is what I want. (Interruption).

Mr. Speaker: The question is whether they have taken over this administration.

Shri Raj Bahadur: They have. The Chief Engineer also functions as the administrator and is entirely and directly under the control of the Central Government and the Ministry of Transport, which is functioning through this high-power committee, and we are thoroughly satisfied with the performance of the officer.

Shri Surendranath Dwivedy: Performance is not the question.

श्री भागवत झा साहब : इस विवरण से मालूम होता है कि इस कार्यक्रम को पूरा करने में राज्य सरकार के सामने आर्थिक कठिनाइयाँ रहीं । क्या यह सच नहीं है कि इस सम्बन्ध में आर्थिक कठिनाइयों के भलावा राज्य सरकार उचित इंजीनियरिंग क्षमता भी उपलब्ध नहीं कर पा रही है, यदि हाँ, तो क्या इतने बड़े प्रोजेक्ट के प्रारम्भ के समय सरकार यह नहीं सोचती कि राज्य सरकार उसके लिए वित्तीय और इंजीनियरिंग क्षमता उपलब्ध करने में सफल हो सकेगी या नहीं और क्या इस प्रोजेक्ट के विषय में यह सोचा गया था ?

श्री राज बहादुर : जहां तक इंजीनियरिंग क्षमता का सम्बन्ध है, राज्य सरकार ने जो अधिकारी नियुक्त किया था, वह पूर्णतः क्षम था और उसने काम किया। मैं यह भी निवेदन कर दूँ कि जहां तक मैकेनिकल और लोडिंग प्लांट का सम्बन्ध है, जहां हमने श्री बन्दरगाहों में उसको लगाने के लिए विदेशी फर्मों की सहायता ली है, वहां इस चीफ़ इंजीनियर ने उस मैकेनिकल और लोडिंग प्लांट को आर० पी० टी० के प्रोजेक्ट रिपोर्ट पर खुद लगाया है।

Unemployment Insurance Scheme

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- Shri R. S. Pandey:
 - Shri D. C. Sharma:
 - Shri Yashpal Singh:
 - Shri P. R. Chakraverti:
 - Shri Rameshwar Tantia:
 - *34. { Shri Onkar Lal Berwa:
 - Shri P. C. Borooah:
 - Shri M. S. Murti:
 - Maharajkumar Vijaya Anandas
 - Shrimati Ramdulari Sinha:

Will the Minister of Social Security be pleased to state:

(a) whether Government have taken any decision with regard to the introduction of the Unemployment Insurance Scheme;

(b) if so, the decision taken in the matter; and

(c) the salient features of the scheme?

The Deputy Minister in the Ministry of Law (Shri Jaganatha Rao): (a) Not yet; the scheme is still under consideration.

(b) and (c). Do not arise.

श्री राम सहाय पाण्डेय : अनएम्प्लाय-मेंट इन्श्योरेंस या कम्पेंसेशन के सिद्धान्त पर जब सरकार विचार कर रही है तो क्या मैं यह जान सकता हूँ कि किन किन श्रेणियों के लोगों को उनसे लाभ पहुंचेगा ?

Shri Jaganatha Rao: The scheme as formulated by this department would cover about 4 million workers.

श्री तुलशीदास जाधव : देश में कितने अनएम्प्लायड हैं, इसकी क्या कोई फिगरें आपके पास हैं ?

अध्यक्ष महोदय : यह दूसरा सवाल है।

Shri D. C. Sharma: May I know what proportion this unemployment insurance scheme will bear to the per capita income of India and to the average wages of the employees?

Shri Jaganatha Rao: This scheme would apply to persons who are involuntarily thrown out of employment.

Mr. Speaker: Can he answer the hon. member's question?

Shri Jaganatha Rao: No, Sir; it does not relate to this.

श्री यशपाल सिंह : क्या राज्य सरकारों से इस मामले में कुछ मुझाव मांगे गए हैं ? अगर मांगे गये हैं तो क्या सरकार यह बता सकती है कि जहां ज्यादा पापुलेशन बढ़ी है वहां पर यह स्कीम लागू की जाएगी या जहां कम बढ़ी है वहां पर लागू की जाएगी ?

Shri Jaganatha Rao: The scheme was circulated to the various ministries and State Governments. Some comments have been received and this scheme will be discussed in the Indian Labour Conference which is likely to be held in October.

Shri P. R. Chakraverti: May I know whether Government has considered the possibility of utilising the fund that is now lying with the Trustees of the Provident Fund Scheme, both industrial and mining?

Shri Jaganatha Rao: The idea is not to take away the provident fund accumulation which entirely belongs to the workers. We want to evolve a scheme by additional contributions by employers and employees and the government would meet the cost of administration.