

Shri Shyam Dhar Misra: No, Sir. The idea is not to extend the package district programme but the idea is to extend the high-yielding variety programme which is similar to the package programme about which the literature has been circulated to Members of Parliament.

Shri Kapur Singh: Are the Government aware that this package programme has mainly resulted—I know about Ludhiana—in paper food which gladdens the eye but does not fill the belly and, if so, what action the Government propose to take in this regard?

Shri Shyam Dhar Misra: I did not follow the question.

Shri Kapur Singh: You may kindly help him.

Mr. Speaker: He says that this is only a programme which gladdens the eye but does not fill the belly.

Shri Shyam Dhar Misra: I repudiate that. I can repudiate it by giving facts. As a matter of fact, Ludhiana is one of the most successful package districts where per-acre production has risen.

Shri Kapur Singh: I know about Ludhiana. I belong to that place.

Shrimati Jyotsna Chanda: What is the yield of the crop this year from the package district of Cachar and do the Government know that the demand for fertiliser was not met by the Government.

Shri Shyam Dhar Misra: For the rabi crops, I am not in a position to give the figures. But for khariff crops, I can say that for 1964-65, it was 10.2 quintals per hectare and this year it is going to be 11.6 quintals per hectare.

Shri Narendra Singh Mahida: May I know the main crops grown under this package scheme, whether rice is grown more or wheat is grown more?

Shri Shyam Dhar Misra: It is rice and wheat, but mostly rice.

Shri S. N. Chaturvedi: May I know what is the advantage in having such costly pilot projects which cannot be easily expanded within a measurable distance of time?

Shri Shyam Dhar Misra: This has its own extension, production and demonstration value. But it is not so costly as the hon. Member has alleged. When I said that we are not going to extend the package district programme, the idea was that it will not be the district as a whole but as I already said, we have the intensive area programme, the high-yielding variety programme which is almost the extension of the package district programme.

श्री यशपाल सिंह: सरकार इस बात को क्यों छिपाती है कि बैस्ट और रिचेस्ट लैंड्स पैकेज प्रोग्राम के लिए ली जाती हैं और जो जमीन खराब होती है वह खराब पड़ी रहती है? झलीगढ़ में चल कर आप अपनी भाँखों से देख लें कि फसलों को काटने के लिए दांती नहीं चाहिये, हाथ से ही उखाड़ ली जाती हैं। मैं जानना चाहता हूँ कि भ्रान दी होल डिस्ट्रिक्ट को ऊँचा करने के लिए क्या किया गया है?

श्री इय्यामचर मिश्र: जहाँ तक और एरियाज का ताल्लुक है, उनके लिए भ्रलग से प्रोग्राम है। जिन जिलों का एरिया भ्रच्छा है और जहाँ भ्रच्छी इनपुट्स डाल कर भ्रधिक पैदावार हो सकती थी हम उनसे डेमांडस्टेशन चाहते थे। इसलिए साधन की सीमा में कुछ जिले चुने गए।

Navigation in Hooghly

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- *1189. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri P. C. Borooah:
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) how far the navigability of the river Hooghly from Calcutta to the Bay of Bengal, have improved;

(b) the dredging cost during the last two years; and

(c) whether any other scheme has been taken up over and above dredging operations?

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-6071/66].

Shri S. C. Samanta: May I know how many times and where the model experiments were done about the better navigability of the river Hooghly and whether the Water Research Station, West Bengal, was taken into confidence in the matter?

Shri C. M. Poonacha: The river training programme, which is a continuous process, is being taken by stages. During the First Five-Year Plan, we did the spur work at Akra at a cost of Rs. 28 lakhs; during the Second Plan period, another spur construction programme was taken up at Fulda Point at a cost of Rs. 5 crores; and the third programme, which has just been completed, was at Diamond Sands at a cost of about Rs. 14 lakhs. These are the various things which are in addition to the continuous dredging of the whole river, which is a daily programme as a matter of fact.

Shri S. C. Samanta: The hon. Minister says that dredging is one of the methods. In that context, may I know whether the old dredgers that were lying with the Port Commissioners have been dropped out and new dredgers have been brought into use?

Shri C. M. Poonacha: We have as many as six dredgers with the Port Commissioners and one was acquired—a big dredger, an estuary dredger—very recently, in October, 1965. The number of dredgers, as far as the workload is concerned, is adequate and they are working satisfactorily.

Shri Subodh Hansda: It has been stated that the navigability of the

river can be improved by three methods and one of the methods is construction of the Ganga Barrage. I would like to know in what way this Ministry is co-ordinating with the Ministry of Irrigation and Power which is solely in charge of construction of this Ganga Barrage.

Shri C. M. Poonacha: The Ganga Barrage, i.e., the Farakka Barrage scheme, is, in addition to its capabilities of providing navigation upto Buxar from Calcutta, also a multi-purpose project. As far as the navigational point of view is concerned, we are in close touch with the Ministry of Irrigation and Power in finalising this project and the excess water to be let down from the Farakka Barrage downstream would enable the river to maintain a level which would be permissible for continuous navigation throughout the year.

Shri P. C. Borooah: Just now the hon. Minister said that the completion of the Farakka Barrage would improve the navigability of Hooghly. In that context, may I know when the Farakka Barrage is going to be completed? We are hearing from papers that it has been postponed to be completed in 1970; it was formerly to be completed in 1969.

Shri C. M. Poonacha: The Minister of Irrigation and Power made a specific statement on the floor of this House during his reply to the debate on Demands for Grants in respect of the Ministry of Irrigation and Power, in this particular regard.

श्री म० ला० द्विवेदी : बाटर और पावर कमीशन के तत्वावधान में पूना में एक प्रयोग किया गया था कि हुगली के पानी को किस तरह से टैम किया जा सकता है ताकि सिल्टिंग भी न हो और नैवेगबिलिटी भी बराबर बनी रहे। मैं जानना चाहता हूँ कि मंत्रालय ने बाटर और पावर कमीशन के इस प्रयोग को कामयाब करने के लिए क्या उपाय किए हैं? सिल्टिंग के प्रसारा

और कौन कौन से तरीके इरिगेशन और पावर कमीशन ने सुझाये थे जिससे वहाँ पर नैवगेबिलिटी बराबर बनी रहे और इस पर कुल कितना व्यय हुआ ?

Shri C. M. Poonacha: In addition to the experiments that are conducted at Poona, the Port Commissioners have their own experiments conducted continuously on the specific problems that arise at 14 Bars covering this Hooghly reach. In that connection, the studies are made continuously; and often times it so happens that the problems spring up suddenly; it is not a stated problem for which experiments will have to be conducted. The bore-tides are such that they create problems every day, which should be tackled continuously during the course of the year.

श्री भागवत झा ग्राजाब : हुगली नदी की नौगम्यता को स्थित रखने के लिए प्रति वर्ष जैसा कि विवरण में दिया हुआ है करोड़ों रुपये खर्च किये जाते हैं और विवरण से यह स्पष्ट है कि हुगली नदी की नौगम्यता को दीर्घकालीन बनाये रखने के लिए यह आवश्यक है कि गंगा पर बांध बनाया जाय । तो मैं जानना चाहता हूँ कि फरक्का बांध बनने के बाद भी क्या यह स्थिति वैसी ही बनी नहीं रहेगी क्योंकि फरक्का और कलकत्ता के बीच में जो नदी है वह किसी की भी सम्पत्ति नहीं है, नो मैन्स लैंड है ?

Shri C. M. Poonacha: This question relates to the bigger problem connected with the Farakka barrage. The present thinking is that after the Farakka barrage is completed, we could have a steady flow of water in the Hooghly system which will permit easier navigability up to Buxar. That is the thinking now and experiments are being conducted. After the studies are completed, I think a decision in this regard will be taken; but till then it is an argument and a problem which is being studied and put on experiments at various stages.

Shri H. N. Mukerjee: Since dredging is very costly and a recurring substantial expenditure involving even foreign exchange is necessitated, and the impact of the Farakka barrage is somewhat doubtful—when and how it is going to affect the navigability is a doubtful factor—may I know whether in order to counter the coming in of silt from the sea, investigations are being conducted on the continental shelf of the Bay of Bengal and schemes made to set up breakwaters and dykes at the sea face in addition to locks and regulating gates higher up the river, and if so, could the hon. Minister give some indication as to the plans in operation?

Shri C. M. Poonacha: This particular problem was studied, and after a good deal of thought, the final decision that has been taken is to have an alternate dock system at Haldia. So, Haldia is in fact going to solve to some extent the problems that we are confronted with at Calcutta, because Calcutta by itself, for various reasons, in fact, more reasons than one, could not provide a permanent solution for easy navigation for all time to come; there are inherent difficulties connected with the Calcutta system.

Dr. Ranen Sen: In the statement it has been stated that not only has the deterioration in the river Hooghly been arrested but some improvement has been made of late. Is it known to the hon. Minister that in the latest report of the Calcutta Port Commissioners, they have complained that because of these difficulties in the river Hooghly, foreign vessels that are to enter the port of Calcutta have to wait for days at the Sagar sandheads, and in spite of the dredging system, these difficulties are there, and if so, have Government considered any other method of improving this dredging system to the point where the river Rupnarain falls into the river Hooghly, and if so, what steps have Government taken in this regard?

Shri C. M. Poonacha: That was exactly the point which I was trying to

answer on an earlier question. Very recently, we have purchased what is called an estuary dredger, a very big and powerful dredger at a cost of Rs. 2 crores; we acquired this last October, and we are now trying to gain experience after operating it over a period of time. We have another proposal to acquire a few more dredgers of this capacity which should be able to give us definite advantage in the work of dredging.

Shri Hem Barua: Is it not a fact that due to the fact that the navigability of the river Hooghly is decreasing and all efforts made by Government to improve the situation have not succeeded, Government propose to have a subsidiary port for Calcutta at Haldia? If this is so, at what stage is the progress of the work so far as this subsidiary port is concerned?

Shri C. M. Poonacha: I think on an earlier question in this very House I have answered this question. The Haldia port programme has been approved. We have spent nearly Rs. 5 crores so far. The oil jetty is under construction. The manual excavation of basin is in progress. Land acquisition has been completed. Road systems are now being laid.

Shri Hem Barua: Only the port is not there.

Shri C. M. Poonacha: The only thing to be settled is the World Bank assistance which is sought. Those discussions are going on and we hope to have a solution evolved out of the current discussions we are having.

Shri Hari Vishnu Kamath: Next year we will have it.

श्री डा० ना० तिवारी श्री मंत्री महोदय ने कहा फरक्का बैरेज बनने के बाद बक्सर से लेकर कलकत्ता तक नैविगबिलिटी बढ़ जायगी। मैं जानना चाहता हूँ कि कितने वर्षों से ब्रह्मपुत्र गंगा बोर्ड काम कर रहा है और वह गंगा को इलाहाबाद से लेकर कलकत्ता तक नैविगबिल बनाने के लिए प्रयत्न कर

रहा है, किन्तु आज तक कितना और क्या काम हुआ है? यदि काम हुआ तो वह क्या है और नहीं काम कुछ हुआ है तो उस बोर्ड का और क्या काम हुआ है।

Shri C. M. Poonacha: There is a separate question coming up immediately after this, connected with the Ganga-Brahmaputra Board. If both are taken up together, I can answer now.

Mr. Speakers He says he will answer then.

Shri Hem Barua: Brahamaputra is the only masculine river in India.

Shri Kapur Singh: No; *Sindhu* is another.

Shri Hari Vishnu Kamath: *Sindhu* is feminine.

Shri Kapur Singh: I am speaking Punjabi.

Sugar Production

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*1190. **Shri Bagri:**

Shri Kishen Pattnayak:

Dr. Ram Manohar Lohia:

Shri Ram Sewak Yadav:

Shri Vishram Prasad:

Shri Utiya:

Shri Yashpal Singh:

Shri Vishwa Nath Pandey:

Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that the proposed target for sugar for the year 1965-66 is less as compared to the last year;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to reach the target?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shinde): (a) to (c). No target of sugar production for 1964-65 and 1965-66 was fixed. The target for the end of the Third Five Year Plan was, however, 35.6 lakh tonnes. This target may be nearly achieved in the sugar season 1965-66.