

purchase of medium-range Caravelles aircrafts for operation on the trunk routes;

(b) the economy expected from the introduction of these aircrafts; and

(c) the routes on which these aircrafts will be operating?

**The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin):** (a) to (c). After a study of the traffic trends on the trunk routes, the Indian Airlines Corporation have come to the conclusion that a larger aircraft than the Viscount—a jet with a seating capacity of about 80—is needed to meet the growing demand on the trunk routes. After examining the suitability of different types of jet aircraft available for the purpose, the Board of the Corporation have approved of the purchase of the French manufactured Caravelle VI-N aircraft.

#### **Paradip Port**

**\*400. Shri Surendranath Dwivedy:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any fresh allocation has been made to develop Paradip as a major port;

(b) whether the Government of India propose to undertake the responsibility of completing schemes for which money has already been provided by the Centre; and

(c) the amount spent so far out of the allocations made for Paradip and the nature of the scheme and works that are being carried on?

**The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur):** A statement giving the required information is laid on the Table of the Sabha.

#### **STATEMENT**

(a) The amount earmarked in the Third Five Year Plan for the development of Paradip port is Rs. 1.54 crores to cover the first and second priority works recommended by the

Intermediate Ports Development Committee. This is intended to enable Paradip to handle a traffic of 5.5 lakh tons per annum, consisting of 5 lakh tons of iron ore and 0.5 lakh tons of other cargo. No further sums have been earmarked for the development of Paradip to handle larger quantities of iron ore, pending the results of the studies which the Planning Commission had considered necessary.

(b) No. The State Government will execute the schemes as they are intended for developing Paradip as an Intermediate Port.

(c) A sum of Rs. 4.16 lakhs was spent upto 31st December 1961 on investigations, model study, acquisition of a barge, temporary sheds for labour, repairs to Port Office building and construction of a building arrangements for water supply, temporary workshop and shipway and stacking yard for iron ore.

#### **Railway Line from Pathankot to Jammu**

{ Bakshi Abdul Rashid:  
\*401. { Shri Abdul Ghani Goni:  
{ Shri Inder J. Malhotra:

Will the Minister of Railways be pleased to state:

(a) what steps are being taken to extend Railway line from Pathankot to Jammu; and

(b) whether it is being completed during the Third Five Year Plan period?

**The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):** (a) and (b). The rail line from Pathankot to Madhopur (8.05 miles) was opened to traffic in November, 1955. Further extension of this line from Madhopur to Kathua (5.4 miles) including a bridge across the river Ravi, which is included in the Third Plan, is under construction. This line is expected to be completed during Third Plan period. Further extension of the

line upto Jammu is not included in the railway's programme of construction of new lines during the Third Five Year Plan.

#### Landless Agricultural Labour

\*402. **Shri Hari Vishnu Kamath:** Will the Minister of Food and Agriculture be pleased to state:

(a) the volume of landless agricultural labour in the country as on the 1st April, 1962.

(b) whether land gifted to the Bhoodan leader, Shri Vinoba Bhave has been distributed among such landless labourers; and

(c) if so, the acreage thereof, the basis of distribution, and the arrangements made for its proper cultivation?

**The Minister of Food and Agriculture (Shri S. K. Patil):** (a) This information may be available after the proposed Rural Labour Enquiry is completed.

(b) and (c). The Akhil Bharat Sarve Seva Sangh has reported that upto 31st December 1961, 8.7 lakh acres had been distributed to about 3 lakh families for cultivation. In some cases financial assistance has also been made available to the allottees for the cultivation of lands.

#### Requirement of Fertilisers

\*403. **Shri Maheswar Naik:** Will the Minister of Food and Agriculture be pleased to state:

(a) what is the existing requirement of fertilizers of the country;

(b) to what extent the demand is being met from from the indigenous sources; and

(c) how and when the country is expected to be self-sufficient in this regard?

**The Minister of Food and Agriculture (Shri S. K. Patil):** (a) to (c). A statement is laid on the table of the Sabha.

#### STATEMENT

Plan Nu- trients	Requirements (1962-63)	Extent to which the demand is being met from indigenous sources
	(Tonnes)	(Tonnes)
N	5,89,000	34%
P <sub>2</sub> O <sub>5</sub>	1,20,633*	100%
K <sub>2</sub> O	55,800	Negligible

\*Provisional demand. The final demand which is being collected is expected to be lower.

(c) **Nitrogenous:** Several projects for erection of fertilizer plants have been licenced/approved in the Private and Public Sectors to establish a capacity of over 1 million tonnes of Nitrogen by the end of the Third Plan to meet an expected demand of 1 million tonnes. They are in different stages of completion but the actual production by 1965-66 is estimated to be above six and a half lakh tons. The country is expected to be self-sufficient in the course of the Fourth Plan.

**Phosphatic:**—The current production is sufficient to meet the demand. The licensed capacity will be sufficient to meet the demand during the Third Plan period.

**Potassic:**—Some pilot projects for the production of potash from marine resources within the country are under consideration but it will be sometime before they can be ready for successful exploitation on a commercial scale.

#### Strike by Calcutta Dock Workers

\*404. { **Shri Mohammad  
Elias;  
Shri Basappa:**

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

(a) whether it is a fact that ten thousand cargo and coal dock workers went for 24 hours strike on the 16th April, 1962 at the Calcutta Port;