

श्री करमरकर : मैं इस वक्त तो नहीं बता सकता कि जो मैला ले जाया जाता है, वह रुक जायेगा या वहीं मुझे पता नहीं है। अगर माननीय सदस्य सूचना दे देंगे, तो मैं एक डीटेल्ड स्टेटमेंट सदन के सामने रख दूंगा।

Shri D. C. Sharma: What was the amount asked for and what percentage of the amount has to be provided by the State Government?

Shri Karmarkar: This is a question of loan to the Corporation for its scheme. The scheme is submitted by the Government of West Bengal for the Calcutta Corporation's water supply and drainage. The estimated cost is Rs. 145 lakhs and Rs. 80 lakhs respectively. It was sent to us for technical approval. The matter is pending and we expect some information from them. In the meantime, because they had committed some expenditure, as a special case, we allowed this Rs. 20.5 lakhs.

Shri B. S. Murthy: May I know whether similar facilities have been extended to other Governments and if so, whether the Madras and the Hyderabad Corporations have been given any loan?

Shri Karmarkar: We asked other corporations also whether they had any committed expenditure. In the case of the Calcutta Corporation we found the expenditure was committed. Though we had not available resources at our disposal, we made out a special case and sent that money to the Calcutta Corporation.

Shri H. N. Mukerjee: Will the Minister tell us, if it is on account of the lack of guarantee of steel supply that pipes for improving the water supply cannot be laid and if so will he take it up with his colleagues in the Government?

Shri Karmarkar: With regard to these pipes, I should like to have notice. As I said we are waiting for the information from the Calcutta

Corporation. After the information is received, the matter will be gone into and finalised.

Development of Ports

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*58. { **Shrimati Tarkeshwari Sinha:**
Shri D. C. Sharma:
Shri Raghunath Singh:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1130 on the 16th December, 1957 and state:

(a) whether the World Bank Mission that visited India in connection with the loan for development of Ports, has submitted any report; and

(b) if so, its nature and amount recommended for such loan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The (Shri Raj Bahadur): (a) and (b) The Bank has submitted its report to the Bank. The Government of India have no information as to the nature of the recommendations made in the report. They have, however, received an invitation from the Bank to send a delegation to negotiate the terms of the loans which the Bank is contemplating to give to the Calcutta Port Commissioners and the Madras Ports Trust. The amount of loan applied for in respect of these two ports is about Rs. 17 crores.

Shrimati Tarkeshwari Sinha: In view of the fact that the World Bank Mission presses this view that as far as possible no new commitments should be entered into and that some of the commitments already entered into should be carried over to the Third Plan, may I know how many schemes have now been considered to be left over to the Third Plan?

Shri Raj Bahadur: I am not quite clear what the hon. Member means by 'new commitments'. We have got

a definite scheme of purchase for the development of the ports. We put forward our case in regard to the advancement of loan and assistance in respect of them.

Shrimati Tarkeshwari Sinha: Is it not a fact that some members of the World Bank Mission expressed the view that apart a minimum programme of tea ware houses and ports, the other schemes should be left over to the Third Plan because the foreign exchange situation is bad and so no new commitments should be taken up? What is the view of the Government in these matters?

Shri Raj Bahadur: The warehouses at Calcutta port is one of the schemes and we propose to take it up at the appropriate time as and when the finances are made available. Certain other schemes are not yet ripe and that is why the Bank said that it was outside the scope of the reference.

Shri Thirumala Rao: Are any conditions attached to this loan that it can be utilised only for the major ports of Bombay, Calcutta, Madras and Kandla? Or, can the loan be utilised for the development of ports that are not major?

Shri Raj Bahadur: We sought assistance from the World Bank in respect of four ports: Calcutta, Vizag, Bombay and Madras. We have now been invited to negotiate the loans in respect of Calcutta and Madras ports.

Shri Dasappa: Is it not a fact that there was some recent announcement that money would be available from the United States for the development of Madras Port, especially with a view to facilitate export of iron ore?

Shri Raj Bahadur: I will have to confirm that.

Shri Tangamani: This Mission has visited both Madras and Calcutta and the Madras Port Trust has sent its proposals. How much is the contribution from the Government of India

and how much from the Port Trust and how much loan is expected from the World Bank for the completion of this project?

Shri Raj Bahadur: I suppose the hon. Member wants to know the rupee content and foreign exchange content. For the Calcutta port, the total outlay during the Plan period is Rs. 24,42,36,000. Of this local expenditure is about Rs. 12,11,72,000 and the foreign exchange expenditure is about Rs. 12,30,64,000. For Madras the total is Rs. 14,56,00,000 and the local and the foreign exchange expenditure are about 766 and 688 lakhs respectively.

Shri Anthony Pillai: May I know when the port authorities are going to Washington to negotiate the loans?

Shri Raj Bahadur: The dates have been fixed. The Madras Port Trust Delegation are scheduled to commence negotiations on 3-3-58 and for Calcutta the date is 17-3-58. The team is expected to leave India by the end of this month.

Shri S. C. Samanta: Is it not a fact that on former occasions, the World Bank Mission had, after their visit, submitted their reports to the Indian Finance Ministry? If so, why in this case has no report been submitted to them?

Shri Raj Bahadur: The Mission came from the Bank and was responsible to the Bank. I suppose that it is in the fitness of things that the report should be presented to the Bank in the first instance.

Shrimati Tarkeshwari Sinha: May I know whether it is a fact that both the Colombo Plan Mission and the World Bank Mission have expressed the view that with the improvement in management, layout etc. in the Madras, Calcutta and Bombay ports, the present capacity of the cargo can be dealt with. May I know whether, in view of that fact, the Government has worked out any scheme of improvement in the management, etc., and whether the Government have

come out with any conclusion with regard to the reduction of the outlay for the Second Five Year Plan in regard to the ports?

Shri Raj Bahadur: It is our constant endeavour to improve the work of the ports and therefore to improve the management thereof. I think that though there were strains and stresses to which these ports were subjected during the course of the congestion in the months of July and August last, but the port management have stood well and they cleared up the congestion by the payment dates fixed.

Shrimati Tarkeshwari Sinha: The second part of my question has not been answered.

Mr. Speaker: I have allowed a number of questions.

Shrimati Tarkeshwari Sinha: That part of the question has not been answered.

Mr. Speaker: It would not be answered.

Shrimati Tarkeshwari Sinha: I asked whether the Government would reduce the outlay.

Mr. Speaker: The hon. Member has got a lot of information regarding this matter, but all the doubts cannot be cleared up here. The hon. Lady Member asked about opinions. Question Hour is not intended for eliciting opinions, but only facts. I have allowed one question of opinion and again another question of opinion. I disallowed the third question of opinion.

Railway Sleepers

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*59. { **Shri N. E. Munisamy:**
Shri Raghunath Singh:
Shri S. C. Samanta:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government of India have entered into an agreement with the Burmese State Timber Board for the purchase of railway sleepers worth Rs. 85 lakhs; and

(b) if so, how is the payment to be made?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir.

(b) The mode of payment is the subject matter of further negotiation. It will be made in such currency as is mutually agreed upon between the two countries concerned.

Shri N. E. Munisamy: May I know the quantity to be purchased by the Government of India, the rate at which it is to be purchased, and also how the price compares with the open market price?

Shri Shah Nawaz Khan: The number of sleepers purchased is 4,35,500, and the price, as I have said before, is approximately Rs. 84 lakhs. It compares very favourably with the price of timber in other places.

Shri N. E. Munisamy: May I know whether any provision has been incorporated in the terms of the agreement to the effect that in the case of non-fulfilment of the terms of the agreement, a penalty is to be levied, or we should get any compensation from the Timber Board?

Shri Shah Nawaz Khan: I think the hon. Member's fears are unfounded. It has been agreed that the entire quantity would be supplied in the course of one year; that is, 25 per cent. within the first six months and 35 per cent within the next three months and the balance within the three months following. The whole supply would be made in the course of one year.

Shri Thimmataiah: May I know the policy of the Government in regard to the purchase of the sleepers? Are they to be purchased through negotiations or through tenders?

Shri Shah Nawaz Khan: The hon. House is aware that there is a very acute shortage of wooden sleepers, and we have deputed an officer to go round all the States and make every possible endeavour to secure the maximum