

Shri A. M. Thomas: The question itself indicates that whether any request was recently received. I do not exactly know the date, but it was recently received.

सेठ गोबिन्द बास : क्या माननीय मंत्री को यह बात मालूम है कि इस समय वहां की धान की फसल आ चुकी है और काफी धान वहां का बाजारों में आ रहा है। ऐसी हालत में जो निर्णय अभी तक नहीं हुआ है उसके कारण मध्य प्रदेश सरकार को वहां का धान खरीदने में काफी तक्रलीफ हो रही है और क्या में प्रार्थना करूँ कि यह निर्णय अब बहुत जल्दी होकर उनके पास पहुंच जायगा।

साक्ष तथा कृषि मंत्री (श्री अ० प्र० जैन) : कुछ तो राज्य सरकार अपने लिए खरीदना चाहती है। उसके लिए उनके पास पैसा भी है और उन्होंने शुरुआत कर दी है। कुछ हमसे कहा है तो हम भी उस पर विचार कर रहे हैं। इसलिए खरीददारी तो शुरू हो गई और उसमें अगर हमारा खरीदना पीछे भी हो तो भी उससे कोई फर्क नहीं पड़ता है।

Shri Mahanty: May I know whether any other State, where the impact of drought has been felt, has asked the Government of India for such grants? If so, at what stage the request stands at the moment?

Shri A. M. Thomas: The Orissa Government has asked. It is the State from which the hon. Member comes. That request is also under consideration.

Kandla Port

+

*456. { **Shrimati Tarkeshwari Sinha:**
Shri Rameshwar Tantia:

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

(a) whether it is a fact that diversion of some of the ships to Kandla Port from Bombay would have saved considerable amount of our foreign exchange that has been paid as

demurrage charges to the ships at Bombay, Calcutta and Madras;

(b) if so, the reasons for not making such an attempt; and

(c) what steps Government are taking to use the Kandla Port to its full capacity?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Some saving in foreign exchange would have been possible by the diversion of ships from Bombay to Kandla during periods of congestion at the former port. Diversion of ships from Calcutta and Madras to Kandla would not be useful since the cargoes from those ships, if landed at Kandla, would have to be railed to destinations too far to be of economic advantage. During periods of congestion at the Bombay port a few food ships were diverted to Kandla.

(c) Government are arranging food import programme in such manner as to use the Kandla Port more effectively. Certain other cargoes on government account which can be landed at Kandla and sent by the metre gauge route to convenient destinations are also being diverted to Kandla. Other steps to attract more trade to the port of Kandla are under consideration.

Shrimati Tarkeshwari Sinha: May I know what is the actual installed capacity of this port and the capacity that is actually utilised at present?

Shri Raj Bahadur: The installed capacity is 1.2 million tons, and last year we utilised it to the extent of 8 lakh tons, that is, two-thirds of this capacity.

Shrimati Tarkeshwari Sinha: In view of the fact that Kandla is one of the most modern ports with mechanisation and everything, why have Government not thought it proper to utilise that port to the full capacity, rather than plan for the mechanisation of Calcutta and Bombay Ports?

Shri Raj Bahadur: Kandla port is yet to be fully mechanised.

Shri Rameshwar Tantia rose—

Shri Raj Bahadur: I think that should suffice for a reply to the hon. lady Member's question.

Shrimati Tarkeshwari Sinha: In view of the fact that Kandla is connected with the metre gauge system, what arrangements have the Transport Ministry with the Railways to divert all the metre gauge traffic to Kandla port?

Shri Raj Bahadur: We have approached the Railway Ministry from time to time to increase the number of goods trains from Kandla port. Apart from that, the National Harbour Board at its last annual meeting has recommended the taking up the proposal for a broad gauge link for Kandla.

Shri Rameshwar Tantia: May I know whether Government have applied to the World Bank for a loan for improving Kandla port just like Calcutta and Madras?

Shri Raj Bahadur: No, Sir.

Shri Damani: What efforts are being made for road development in the areas Jalore to Bhinmal, Sirohi to Bhinmal and Bhinmal onwards to Kandla side?

Shri Raj Bahadur: The construction of roads, which will link up these particular routes mentioned by the hon. Member with Kandla port, depends largely on the State Government concerned. We do hope that the hinterland will be developed by the States concerned, and full advantage will be taken of the existence of Kandla port.

Shri Ranga: Can we have an idea of the demurrage charges paid last year at Bombay, Calcutta, Madras and also Visakhapatnam?

Shri Raj Bahadur: The question hardly arises. I do not have full information. But I may say that in respect

of the two ports, Bombay and Calcutta, we have so far paid an amount of Rs. 66,122. That does not mean that the entire amount of dues on account of demurrage have been cleared. Some bills and claims in respect of demurrage may still be under consideration. What that would mean, it is not possible for me to state now.

Shri Ranga: Is it not a fact that the Railways have informed the Kandla Port authorities and the Ministry that they are not in a position to develop the broad-gauge link with Kandla?

Shri Raj Bahadur: I do not think that the Railways have said that they are not in a position. Immediately, at present they may not be in a position. I only said that the National Harbour Board has recommended....

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): It is true, as the hon. Member has said, that it is very difficult for the railways to find funds for the construction of this line; and they have expressed their inability. But, it is our intention to press the matter and go on pressing for more funds. In fact, I propose to write to the Planning Commission and through them approach the Railway Ministry for getting funds for the construction of this line.

The Minister of Railways (Shri Jagjivan Ram): I will welcome any additional allotment of funds.

Shri Harish Chandra Mathur: May I know if the main difficulty in the development of the Kandla Port is the lack of export material to that port; and, if it is so, what action Government is taking in that direction?

Shri Raj Bahadur: There is no doubt that without the development of export-import trade through that particular port we do not conceive of the development of the port itself. But the trends that have been revealed by the figures of traffic that have been given to us show that that port has done comparatively better in this

period of its existence than the Vizagapatnam port did in the first 10 years' time of its existence.

Study Team on Plan Projects

+

*457. { Shri Panigrahi:
Shri Tangamani:
Shri E. M. Rao:
Shri Harish Chandra
Mathur:

Will the Minister of Community Development be pleased to state:

(a) whether the Central Committee on Community Development has considered the report of the Study Team on Plan Projects of the Community Development Programme; and

(b) to what extent the recommendations of the study team have been accepted by the Central Committee?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). Yes, Sir. Recommendations relating to basic questions of policy viz. democratic decentralisation, abolition of the distinction between N.E.S. and intensive stages and staggering of the programme etc. were considered at a combined meeting of the Central Committee and the Committee on Plan Projects on 8th January, 1958. They are now being processed with the State Governments. Other recommendations are also being studied by the Central and State Governments with a view to taking further action.

Shri Panigrahi: May I know whether this Committee recommended the slowing down of the C.D. programme, to extend the target date three years beyond 1962 so far as the N.E.S. is concerned and also suggested greater concentration on village level workers? Have those recommendations been accepted?

Shri S. K. Dey: So far as the staggering of the programme is concerned, it has been accepted with a certain modification; so far as the increase in the number of village level workers is concerned, we have not accepted it except to the extent that the State

Government has been empowered to increase the number if they can do so by pooling their existing personnel.

Shri Panigrahi: To what extent has this slowing down been accepted?

Shri S. K. Dey: According to the original Plan, the whole country was expected to be covered by N.E.S. by the beginning of 1961. According to the present Plan, the country would be covered by the C.D. programme by the middle of 1963.

Shri Surendranath Dwivedy: May I know whether the democratic decentralisation proposed by this Committee has been accepted by the States?

Shri S. K. Dey: It has been accepted on principle; but, the forms in which it has to be given effect to will have to be determined by conditions obtaining in different States.

Shri B. S. Murthy: Is it not a fact that the village development worker is not able to cope up with the task set to him; and, if so, why the option of increasing these workers has been left in the hands of the State Governments?

Shri S. K. Dey: Our desire is to see that we promote local institutions of people rather than multiply government functionaries.

Shri Raghbir Sahai: On the publication of this report, it was revealed that the U.P. and Bombay Governments were opposed to some of the proposals regarding democratisation of this organisation. May I know from the hon. Minister what is the position of these two Governments now; have they toned down their opposition?

Shri S. K. Dey: There was no opposition to the principle as such. The opposition was to the point at which a statutory institution was to be built up. The recommendation of the Balwantray Study Team was that there should be a statutory body at the Block level, whereas the U.P. and Bombay Governments were opposed to the setting up at that level. They