

LOK SABHA DEBATES

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Wednesday, April 15, 1959/Chaitra 25,
1881 (Saka)

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Development of Sikka Port

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*1829. { Shri S. C. Samanta:
Shri Subodh Hansda:

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

(a) whether the Deputy Director of
Rotterdam Port visited the Port of
Sikka;

(b) if so, what developments he
has suggested; and

(c) whether it can be turned into
a deep draft port?

The Minister of State in the Minis-
try of Transport and Communications
(Shri Raj Bahadur): (a) Yes

(b) An advance copy of Shri Pos-
thuma's report was received in this
Ministry only a week ago and is being
examined.

(c) The decision will depend upon
the recommendations of the Inter-
mediate Ports Development Commit-
tee, set up by the Government of
India for selecting suitable inter-
mediate ports for intensive develop-
ment in order of priority.

Shri S. C. Samanta: May I know
whether the case of this Sikka Port
was considered when Kandla was
taken up?

50 (A) L.S.D.—1.

Shri Raj Bahadur: Yes, Sir, it was
considered by the West Coast Major
Ports Development Committee.

Shri S. C. Samanta: Is it not a fact
that there is a good cement factory
there and the hinterland is good? If
so, may I know whether Government
is going to take a decision early on
this?

Shri Raj Bahadur: The cement fac-
tory is there. In regard to the hinter-
land, from the knowledge at our dis-
posal it is obvious, it is not as good
as it is for Kandla. I do not think
he is comparing it with Kandla. We
do have the interests of Sikka at
heart, but the question is whether it
can be developed into a major port.

Shri Subodh Hansda: What per-
centage of cargo was imported or ex-
ported annually through this port?

Mr. Speaker: Kandla or Sikka?

Shri Subodh Hansda: Sikka.

Shri Raj Bahadur: I cannot say off-
hand, but there is a cement factory
and the main export is of cement
from this factory.

Shri Oza: Is it not a fact that Sikka
is an industrial area and still has much
potentialities for the development of
so many industries round about Sikka?

Shri Raj Bahadur: That is what I
say: it has got capacity or potentiality
for developing as an industrial port,
may not be exactly as a major com-
mercial port.

Shri Subodh Hansda: May I know
how much sum has been spent during
the First Five Year Plan and up to
this time on this?

Shri Raj Bahadur: On Sikka? A scheme of navigational improvement and lighting marks costing Rs. 12,000 was executed during the First Plan period. In the Second, there is no provision.

Electrification of Stations

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 *1830. { **Shri Subodh Hanada:**
Shri S. C. Samanta:
Shri E. C. Majhi:

Will the Minister of Railways be pleased to state:

(a) whether any programme has been chalked out to electrify railway stations which are covered under the rural electrification scheme during the Second Five Year Plan period; and

(b) how many such railway stations would be covered under the rural electrification scheme?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). During the 2nd Plan electrification of 960 stations has been programmed. These include also stations where power would be available under Rural Electrification Schemes of the State Governments.

Shri Subodh Hanada: May I know whether it is a fact that the progress of electrification during this Plan period has been very slow and, if so what is the reason for the same?

Shri S. V. Ramaswamy: No, Sir. Out of the 960 stations programmed for the Plan, 600 have already been done, 175 will be taken up this year and 205 will be completed next year.

Shri Sinhasan Singh: May I know whether N.E. Railway at Gorakhpur headquarters has taken electric power from the hydel division of Gorakhpur; if so, to what extent? May I know further to what greater extent it can be made available, and why all the stations on that line cannot be electrified?

Mr. Speaker: This is one of the 960 stations. Does he expect the hon. Minister to carry with him all this information?

Shri Sinhasan Singh: I was referring to the headquarters.

Mr. Speaker: All right. If the hon. Minister is in possession of the facts he may give them—he comes from South India.

Shri S. V. Ramaswamy: It will be taken up on a programme basis.

Shri T. B. Vittal Rao: The Estimates Committee recommended that wherever power is available, such stations should be electrified. May I know whether all the stations where power is available have since been electrified?—because the Railway Board has accepted that recommendation.

Shri S. V. Ramaswamy: The implication of that recommendation is that this should be done out of the Passenger Amenities Fund. Rs. 15 crores have been allotted for this. Out of this, Rs. 13 crores have already been spent. There is only a balance of Rs. 2 crores for getting not merely electrification but other passenger amenities like waiting rooms and things like that. So we have got to fit it in with the other things.

Shri S. C. Samanta: May I know how many stations could not be electrified for want of funds, even though electricity was available?

Shri S. V. Ramaswamy: I would require separate notice for that.

Shri Shree Narayan Das: What is the basis on which the selections have been made, whether the nearness of any power station is the criterion or some other criterion is applied?

Shri S. V. Ramaswamy: Various considerations there are, and this is dealt with by the Passenger Amenities Committee and they arrange the priorities.

Shri Jadhav: May I know how many stations out of these will be covered