

recommendation that in this particular place the soil was suitable?

**Shri Raj Bahadur:** I do not think that goes that far. As a matter of fact, the soil conditions have got to be investigated.

**Shri T. B. Vittal Rao:** May I know who is entrusted with conducting the soil tests—the Cochin port authorities?

**Shri Raj Bahadur:** I cannot exactly say. Mostly they will be Cochin port authorities, engineers etc.

**Shri Narayanankutty Menon:** May I know whether it is not a fact that the British technical mission made a specific recommendation about the suitability of the sub-soil in this particular area, and that is why this site has been selected?

**Shri Raj Bahadur:** No, Sir. The soil condition has to be investigated to some extent. That is part of the opinion expressed by them.

**Shri Panigrahi:** Are we to understand that the decision of the Government to locate the second ship yard in Cochin is not final, but subject to certain conditions?

**Shri Raj Bahadur:** As I said, and announcement was made the other day on the floor of the House. It has been decided to locate the shipyard at Cochin subject to the results of the investigation into the soil conditions.

#### Independent Operators

\*1093. **Shri Basumatari:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government propose to permit Indian independent operators to operate on foreign routes not operated by Indian Airlines Corporation and Air-India International without being required to obtain 'no objection' certificates from the Corporations;

(b) whether Government propose to permit Indian independent operators to advertise for their trade on these routes; and

(c) whether Government also propose to grant them routes and licences on a three to five year basis to enable them to organise their industry?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) and (b). The Government's basic policy towards the independent operators remains unchanged. However, specific proposals on the points referred to in parts (a) and (b) of the question will be considered on merits, when received.

(c) No, Sir. The current non-Scheduled permits are valid for a period of two years with effect from 1-1-1959.

**Shri Basumatari:** May I know whether any private operator has applied for the purpose, and if so, the name of the company and the foreign countries applied for?

**Shri Mohiuddin:** I think there is one application pending with us. I do not exactly remember the name of the company which has applied for it, but the application will be considered on merits.

**Shri Hem Barua:** May I know whether an international line operating through private operators has so far been opened up; if so, what are the countries and what is the name of the party?

**Shri Mohiuddin:** One private operator has been given permission to operate on the Bahrein side and on the Accra side, and this has been done with a no objection certificate from IAC and AII.

**Shri Hem Barua:** May I know the name of this party and whether Government is satisfied with the operational work of this party inside the country?

**Shri Mohiuddin:** The Kalingas are operating in that direction, and as far as Government are concerned, we have not received any complaints about their operations in those areas.

**Shrimati H. Palshankari:** May I know whether it is a fact that a foreign company was given the lease for taking away thousands of monkeys, and we had to pay foreign exchange to the tune of Rs. 27 lakhs or more in freight, and if so, whether this sort of trade would be considered for our own private operators, if they apply for it?

**Shri Mohiuddin:** Cargo operations and passenger operations are governed according to the agreements between the countries and airlines. If any country has been allowed to land and pick up traffic, that condition remains, as long as that agreement remains.

As far as the encouragement for our own lines to carry more cargo is concerned, of course, that is a question that is always in our minds.

**Shri Hem Barua:** May I know whether Government are aware of the fact that the air trips operated by the Kalinga Airways involving accidents over NEFA.....

**Mr. Deputy-Speaker:** Now, the hon. Member is entering into arguments. He asked the name of the private party and whether Government were satisfied with their operations. The hon. Minister said that Government had received no complaints. Now, the hon. Member is trying to enter into arguments.

**Shri Hem Barua:** May I make a humble submission.....

**Mr. Deputy-Speaker:** Order, now. I would request the hon. Member not enter into arguments now.

#### Bhilai-Dalli-Rajhara Railway Line

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\*1094. { **Shri T. B. Vittal Rao:**  
**Shri Vidya Charan Shukla:**

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the railway line leading from Bhilai to the Dalli-Rajhara iron ore mines went out of order recently;

(b) if so, the period for which the line could not be used for transport of iron ore for the project; and

(c) the precise reasons as to why it was not possible to repair the line earlier?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) and (b). Yes, Sir. The traffic on this line had to be suspended due to subsidence and breaches on three occasions, namely:—

- (i) from 30-6-59 to 9-7-59;
- (ii) from 28-7-59 to 2-8-59; and
- (iii) from 13-9-59 to 22-9-59.

(c) As a result of incessant and heavy rains towards the end of June this year, the banks on this line, which are mostly of black cotton soil, subsided at several places. The repairs to the track were carried out as expeditiously as possible but due to adverse weather conditions, it was not possible to restore the traffic earlier.

The closure of the line between 13-9-59 to 22-9-59 was necessitated due to a road underbridge being washed away on account of heavy rainfall on the night of 12-9-59 further aggravated by a breach in an irrigation tank bund and the bursting of the banks of the Tendula river. The bridge had to be replaced by a temporary bridge. The dislocation for ten days caused on this account, was, therefore, unavoidable.

I might add that the supply of iron ore to the Bhilai steel plant was, however, maintained from Barajamda.

**Shri T. B. Vittal Rao:** May I know whether when the railway line was opened for traffic, the whole railway line between Bhilai and Dalli-Rajhara was constructed according to specifications?

**Shri S. V. Ramaswamy:** It was according to specifications, but it was due to unexpected excessive rains that these breaches took place.