

the prices prevailing in the open market, the prices for indigenous wheat at Kotah—for Desi it was Rs. 16.43 in January, Rs. 17.55 in February and it has come down to Rs. 16.05 in March, as on 23rd March, 1962. It was Rs. 18 last March in the Kotah area of Rajasthan and it has come down by Rs. 2.

Shri Tyagi: Are any zonal restrictions imposed on the movement of wheat from and to Rajasthan?

Shri A. M. Thomas: No, Sir; Absolutely no restrictions.

Pandit K. C. Sharma: Have Government come to any decision with regard to price level support if necessity arises?

Shri A. M. Thomas: I am afraid my hon. friend is not in touch with the developments here. It has been fixed at Rs. 13 per md., the minimum price.

Pandit K. C. Sharma: What is the basis for this Rs. 13 per md.?

Shri A. M. Thomas: The basis is that it should not come to an unremunerative level.

Pandit K. C. Sharma: Have we not taken into consideration the marginal cost of the cultivator in the production of the wheat?

Shri A. M. Thomas: All these have been taken into consideration. The prices have gone up to Rs. 16, Rs. 17 and Rs. 18. Shri Mathur complains that the prices are high. This is the minimum price.

Shri P. R. Patel: I wanted to know the present prices in Rajasthan and whether they are remunerative to the cultivators.

The Minister of Food and Agriculture (Shri S. K. Patil): This is quite a separate question; it does not arise from the original question.

Haldia Port

*266. **Shri S. C. Samanta:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the two U.N. technical experts engaged in the study of hydrology and dredging in the river

Hooghly have submitted their final reports;

(b) if so, what are the main recommendations and findings; and

(c) whether pending the consideration of their recommendations, any preliminary work of the proposed Haldia Port will commence?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 27].

Shri S. C. Samanta: The statement says that sanction has also been accorded for preliminary expenditure on land acquisition proceedings. May I know whether the State Government of West Bengal has been finally informed about the matter? If so, how much time will it take to complete the work? May I also know whether the land that will be acquired for railway construction will also be acquired along with this?

Shri Raj Bahadur: Naturally; we have to proceed with the execution of the Haldi project in a systematic manner. For the acquisition of land required therefore we have been in touch with the State Government, who will be kept in touch all through. So far as the construction of the railway is concerned, we shall try to see that not much delay occurs and there is as much synchronisation as possible between the execution of the project and the construction of the railway line.

श्री रघुनाथ सिंह : बिना रेलवे के पोर्ट सफल नहीं हो सकता तो क्या रेलवेज डिपार्टमेंट ने कोई सूचना दी है कि ६ महीने या १ वर्ष के अन्दर वहाँ पर रेलवे लाइन हो जायेगी ?

श्री राज बहादुर : यह हमारा भी कर्तव्य है कि रेलवे विभाग से इस बारे में तालमेल रखें और दोनों काम साथ साथ चल सकें । यह बिलकुल स्पष्ट है कि रेल के बगैर बन्दरगाह सफलतापूर्वक नहीं चल सकेगा ।

Shri S. C. Samanta: We are informed that the Master Puan prepared by the Calcutta Port authorities in consultation with their consultants is under the examination of Government. May I know whether any work will be kept in abeyance till the reports that have been submitted by experts to U.N. come?

Shri Raj Bahadur: It is evident that we will have to take into account fully the recommendations and observations made by the two experts in regard to daily requirements and in regard to hydraulics. Naturally, we will have to wait for our final conclusions in regard to the Master Plan to be examined in the light of these recommendations. Perhaps, some time will have to be taken; and all unnecessary delay will be avoided.

Shri Indrajit Gupta: From the statement it appears that the hydraulic expert has submitted his final report to the United Nations about 6 months ago but it has not been released as yet by them. May I know whether there is any means of changing the procedure there, in view of the deterioration of the river, so that the time lag between the submission of the report and its release can be reduced?

Shri Raj Bahadur: The World Body will have to take its own time for a proper examination of the report before it makes it public. And, naturally we do not exercise any control over the functioning of the World Body. We can at best make a request. I hope they are also conscious of the difficult conditions in the Hooghly. They have been taking active interest in it. In fact, they advised us to have these experts. They will not also make any undue delay in this.

श्री म० ला० द्विवेदी : बयान में लिखा है कि हलदिया बंदरगाह के लिये भूमि हस्तगत करने के वास्ते प्रारम्भिक व्यय की मंजूरी दे दी गई है। मैं जानना चाहना हूँ कि इस सिलसिले में क्या प्रगति हुई है ?

श्री राज बहादुर : मैं ने निवेदन किया

कि प्रारम्भिक मंजूरी दे दी गई है और प्रारम्भिक कार्यवाही चल रही है।

श्री म० ला० द्विवेदी : भूमि हस्तगत करने की दिशा में क्या प्रगति हुई है ?

श्री राज बहादुर : मैं ने निवेदन तो किया कि प्रारम्भिक कार्यवाही चल रही है।

Shri S. C. Samanta: The U.N. Hydraulic Expert who has recently finished his work and submitted his report has been appointed under the Port Trust. May I know the conditions of service of this gentleman?

Shri Raj Bahadur: A new department has been added to the office of the Port Commissioner for hydraulic studies. And this gentleman has been appointed more or less on the same terms and conditions on which we brought him here. It is for a limited period.

Shri Indrajit Gupta: May we know the total expenditure incurred so far on the services of these two experts?

Shri Raj Bahadur: As the hon. Member might know, they were brought under the UN scheme of assistance. Not much expenditure has been incurred by us except by way of travelling and other allowances.

Derailment between Kodarma and Hazaribagh

*267. { **Shri P. C. Borooah:**
Shri Indrajit Gupta:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a goods train was derailed between Kodarma and Hazaribagh on the Eastern Railway on the 12th March, 1962;

(b) if so, what was the loss of life and property involved; and

(c) what was the cause of the derailment?

The Deputy Minister for Railways (Shri S. V. Ramaswamy): (a) A side collision took place at Kodarma station on 12-3-61 between two elec-