

(a) whether the annual reports regarding the administration of Scheduled Areas of Part 'B' States have been submitted to the President by various Rajpramukhs or not;

(b) whether any recommendation has been made about the inclusion of 'Bhomat' into Scheduled Area which is the most backward culturally and economically in whole of Rajasthan; and

(c) whether Government propose its inclusion in the Scheduled Areas?

The Minister of Home Affairs and States (Dr. Katju): (a) So far only the Rajpramukh of Madhya Bharat has submitted his annual report.

(b) Yes.

(c) Government have decided not to make any alterations in the Scheduled areas until the Backward Classes Commission has gone into such questions.

KANDLA PORT

***1618. Shri Achuthan:** Will the Minister of Transport be pleased to state:

(a) the estimated cost for the construction of Kandla Port and the number of officers employed there drawing more than Rs. 200 per mensem;

(b) when the work was begun and the progress made so far;

(c) how this number (officers) compares with the number employed at Cochin at its construction stage;

(d) how many officers are now in Cochin Port of the above grade;

(e) which is the firm entrusted with the construction of the Kandla Port and the special reasons for such entrustment; and

(f) which firm constructed the Cochin Port?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The estimated cost of the Kandla port project is Rs. 12.95 crores, 58 posts carrying a scale with a minimum of Rs. 200 and above have been sanctioned so far.

(b) The project is in three parts. The first part consists of preliminaries such as marine, land, aerial and health surveys, soil tests, boring tests, etc. Work on these was commenced in September 1949 and has been completed. The second part consists of roads, bridges, railway lines, office buildings, staff colony, water and power distribution. Work on these is

under way. The third part relates to the main harbour works, consisting of the wharf, transit sheds, warehouses, floating dry-dock, passenger jetty, oil jetty and bunker for lighters and country craft. Tenders for the design and execution of these works have been received and considered. It is hoped that the contract for the execution of the works will be finalised shortly.

(c) 40 officers drawing above Rs. 200 p.m. were employed at Cochin port during its construction stage.

(d) 47.

(e) As already stated, the matter is under consideration.

(f) The construction works of Cochin port were executed departmentally in four stages spread over twenty years but the plans and designs were vetted at every stage by an expert committee in London, composed of members drawn from three firms of Consulting Engineers in London.

COMMITTEE TO ENQUIRE INTO SERVICE CONDITIONS OF P. & T. EMPLOYEES

***1619. Shri H. N. Mukerjee:** Will the Minister of Communications be pleased to state:

(a) whether an expert committee was constituted in 1948 to inquire into the service conditions of postal and telegraph employees; and

(b) if so, whether any action has been taken on the recommendations of the Committee?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Orders on some of the recommendations were issued in 1950; the rest are under the consideration of Government and a decision will be reached shortly thereon.

KANCHRAPARA RAILWAY WORKSHOPS

***1620. Shri H. N. Mukerjee:** Will the Minister of Railways be pleased to state whether it is a fact that the Kanchrapara railway workshops are to be dismantled and shifted to a site in Uttar Pradesh?

The Minister of Railways and Transport (Shri L. B. Shastri): No.

PRODUCTION OF SUGAR IN HYDERABAD

***1621. Shri Telkikar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total contribution of sugar by Shakkar Nagar (Bodhan) sugar factories in Hyderabad State to the