

time did we depend upon the reports of the sugar mills or did we send our technicians to examine whether the recovery has gone down?

Shri S. K. Patil: The whole formula is so precise and mathematically worked out that the prices are slightly reduced to the point of 0.1, as is the rate here. It shows that there is a general formula for reduction, and that is done after examination. To the extent to which the recovery is less, the price is reduced.

Shri Tyagi: Who examines this?

Shri S. K. Patil: The officers appointed by the Government.

WRITTEN ANSWERS TO QUESTIONS

Procedure for Promotion on Southern Railway

*1492. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether there is a rule that Railway employees above 45 years of age should not be called upto to sit for a written examination for the purposes of promotion; and

(b) whether this procedure is followed on the Southern Railway?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) No, Sir.

(b) Does not arise.

Dredging Brahmaputra for Inland Transport

*1497. **Shri R. Barua:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the river Brahmaputra has undergone topographical change after the last earthquake;

(b) whether inland transport along the river Brahmaputra has been affected by this change necessitating sufficient dredging of the river at places to ease mounting transport difficulties;

(c) if so, whether the Government

have taken any steps in the matter; and

(d) the details thereof?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes. The earthquake of August, 1950 brought enormous quantities of silt and detritus into the Brahmaputra. In consequence, the river bed has risen in its upper reaches and become shallow, wide and more unstable than before. Shoals have formed at several places and erosion has increased.

(b) Yes.

(c) and (d). The river is maintained in a navigable condition by the following action:—

(i) Bandalling, i.e., deflecting the flow of the river into selected channels by fixing rows of bamboo mats in the river at selected points.

(ii) Marking the course of the deep channels.

(iii) Scouring the shoals.

At present conservancy work is being done by the Joint Steamer Companies, who are the principal operators on the Brahmaputra. Since 1958-59, they have been receiving grants from the Central Government for this purpose.

Since the scouring of the shoals is not effective without a dredger, the Ganga Brahmaputra Water Transport Board is purchasing a 14" cutter suction dredger at a cost of Rs. 21.49 lakhs. It is expected that the dredger will be available for use within a year.

Per Capita Consumption of Electricity in Andhra Pradesh

*1504. **Shri Laxmi Dass:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the per capita consumption of electricity of 15 K.w.h. in Andhra Pradesh at the

end of the Second Five Year Plan was appreciably lower than the All India average of 40 k.w.h. and the average of 60 k.w.h. of its neighbouring State (Madras); and

(b) if so, what steps have been taken by Government of India to advise the State to accelerate the progress of power projects in the State?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) The per capita consumption at the end of the Second Plan for Andhra Pradesh and Madras was 19.5 Kwh and 51.66 Kwh respectively, as compared to the All India average of 37.92 Kwh.

(b) Progress on various schemes was reviewed by a Committee of Experts and the State Government was advised to take timely action in the preparation of Project reports, arranging import of plant and machinery etc. Assistance was also offered in the resolution of the difficulties confronting the State Government in the execution of certain schemes. Arrangements are also being made to import gas turbine package units to provide short term relief.

Accumulation of Foodgrains in Bombay Dock

*1506. **Shri Yajnik:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the work of clearing of the foodgrains from abroad in the Bombay Docks has been given recently to a new contractor from the 28th February, 1962;

(b) whether large stocks of these foodgrains are lying in the Bombay docks and not cleared according to programme given at the office of the Regional Director at Bombay;

(c) whether a large amount has been paid by Government on behalf of the contractor to the Bombay Port Trust as demurrage for not clearing the goods in time;

(d) whether a large number of railway wagons offered to the contractor are not utilized by the contractor due to his inefficiency in clearing the foodstuffs; and

(e) the steps Government propose to take to normalize the situation?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The work of clearance of foodgrains and fertilizers arriving at Bombay Port was entrusted to a new contractor with effect from 14th April, 1962 and not from 28th February, 1962.

(b) The stocks lying at Bombay docks on 13th June, 1962 morning were 4017 tonnes of wheat, 184 tons of rice and 9013 tonnes (fertilizers) only. This is not an extraordinarily large quantity to remain in docks at Bombay. Of a total quantity of over 2.5 lakh tonnes more than 2.35 lakh tonnes have been cleared. There were some days however on which substantial accumulations had taken place but these were subsequently cleared or substantially reduced.

(c) No demurrage has yet been paid to the Port Trust for this period. The procedure is that the Port Trust raises debits against Government in the first instance and the Government realises the amounts from the clearance contractors if it is judged that shed demurrage was incurred on account of their lapse. The Port Trust has not yet raised debits for this period.

(d) Upto 8th June, 1962, against 8090 wagons indented 4200 fit wagons were supplied. Of this only 255 were released back unloaded, while 629 were detained and loaded after free time. The responsibility of the clearing agent is under assessment.

(e) The magnitude of food imports at Bombay is the highest of all ports in India. The situation at present is not regarded as abnormal though the need for vigilance and intensive efforts persists. Government have the situation under constant watch and effective action will be taken as and when necessary.