

डा० राम सुभग सिंह : इसके बारे में हमें थोड़ी जानकारी है और इसकी रोकथाम करने की हम कोशिश कर रहे हैं और यह कोशिश कर रहे हैं कि जिस काम के लिये रुपया दिया जाय उसी के लिये उपयोग में लाया जाय ।

Shri Ramachandra Ulaka: Have some State Governments diverted their allotments under iron and steel meant for agricultural purposes to some other purpose? If so, which are the States and the reasons therefor?

Dr. Ram Subhag Singh: If any specific complaint is made, I will enquire from the State Government concerned.

Shri D. J. Naik: What is the percentage of imported steel required for these agricultural implements and the foreign exchange involved?

Dr. Ram Subhag Singh: This percentage has not been calculated. But all the tractors and other improved implements are virtually imported equipments.

Shri Liladhar Kotoki: May I know whether the hon. Minister is aware that the production of agricultural implements in the State of Assam has been slowed down due to short supply of iron and steel?

Dr. Ram Subhag Singh: As I said, we got these steel requirements of IADP met last year despite the difficulties. The requirement that the State of Assam has indicated for the coming three years is only 90 tons. We shall take up this matter with the Assam Government and see that they utilise more steel for this purpose.

Shri Bade: Is it a fact that the assessment was considered necessary simply because for indigenous things like plough, bullock cart and so on, iron is not available in Madhya Pradesh?

Dr. Ram Subhag Singh: Iron, at present is available for ploughs,

blades and bullock carts. If there is any difficulty anywhere, we shall make that available.

Calcutta Port

*1043. **Shri P. R. Chakraverti:** Will the Minister of Transport be pleased to state:

(a) the steps taken to minimise the navigational hazards and other difficulties of the Calcutta Port, menaced by a river of uncertain moods;

(b) whether the hydraulic problem of the river is being studied;

(c) the manner in which dredging work is being operated on; and

(d) whether provision has been made for the supply of regulated headwater to the Hooghly throughout the year?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): A statement is laid on the Table of the House. [Placed in Library, See No. LT-2710/64].

Shri P. R. Chakraverti: While admitting the fact that the main problem in the Hooghly is the maintenance of sufficient depth for vessels, has the Government given topmost priority to the construction of the Farraka Barrage so as to ensure adequate head-water supply to the Hooghly throughout the year?

Shri Raj Bahadur: We are giving all due priority to that, and the House is aware of that.

Shri P. R. Chakraverti: What specific suggestions have been given by the Central Water and Power Research Station, Poona, and to what extent have they been carried into execution?

Shri Raj Bahadur: In the nature of certain training works, some advice has been given, and in two cases, which have been mentioned in the statement, it has already been implemented, namely the Akra Spur and the Fulda Point scheme.

Shri S. C. Samanta: How far have the navigational hazards been decreased by spending more than Rs. 2 crores at Fulta point for training the Hooghly?

Shri Raj Bahadur: The Fulta Point scheme was essentially aimed at providing sufficient depths at three points, namely, Fulta Point, Nurpur Ninan and Eastern ghat bars. In these places, some good improvement is reported.

Dr. L. M. Singhvi: May I know whether the existing dredging fleet on the Hooghly is considered adequate, whether the using of the fleet is satisfactory for all the steps taken? What is the position.

Shri Raj Bahadur: As the statement shows, we have got these large-size suction dredgers; there is a dredging fleet comprising four large bucket dredgers, two small suction dredgers and hopper barges. They have served their purpose well. So far the port authorities have been able to overcome the periodic troubles in the various bars. I think, by and large, they have served well. For the spoil also, proper steps are taken.

Shri Sham Lal Saraf: For maintaining the depth of the water up to a particular point, how much more area or how much more mileage of the river has to be made navigable to accommodate heavier vessels? Is that part of the scheme?

Shri Raj Bahadur: The entire length of the Hooghly channel from the port and the sand heads is about 126 miles. All that is kept navigable. That is the main purpose of the dredging fleet and all the other steps taken.

Shri S. M. Banerjee: I would like to know what further progress has been made regarding the development of Halida Port, and when it is likely to be completed.

Mr. Speaker: How does Haldia come in?

Shri S. M. Banerjee: This is about the development of the entire river. Calcutta Port will depend on that. Haldia is intimately connected with it.

Mr. Speaker: Next question.

विमान के तेल 'सिस्टम' में चीनी
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*१०४४. { श्री कछवाय :
श्री हरि विष्णु कामत :
श्री यशपाल सिंह :
श्री सिद्धेश्वर प्रसाद :

क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल में अमृतसर में नागरिक उड्डयन के विमान के इंजन के तेल 'सिस्टम' में चीनी पाई गई थी ;

(ख) क्या इसके कारणों की जांच की गई है ; और

(ग) यदि हाँ, तो उसका दिवर्ण क्या है ?

परिवहन मंत्रालय में उपमंत्री (श्री मुहीउद्दीन) : (क) से (ग). २० फरवरी, १९६४ को पुष्पक जहाज के तेल की नाली में चीनी पाई गयी। यह पुष्पक पंजाब सरकार के नाम रजिस्टर है और अमृतसर एविएशन क्लब को इस्तेमाल के लिये दिया गया है। इस वाक्या की तहकीकात पुलिस के सुपुर्द कर दी गयी है।

श्री प्रकाशवीर शास्त्री : यह जो तेल की नाली में चीनी पाई गयी तो इस शिलसिले में क्या बड़ा क कुछ कर्मचारियों को मुआत्तिल भी किया गया है ?