

**Shri Hathi :** Mr. Hart was here for some time and he had a study tour of the different projects. He has written a book on the Rivers in India. He has made a statement. I do not know whether I should take it as an authoritative one. I, therefore, said I had no information officially so far as China was concerned.

#### Geonkhali Port

\*1344. **Shri S. C. Samanta:** Will the Minister of Railways be pleased to state:

(a) whether in 1948-49, the then B.N. Railway conducted a survey to find out possibilities to develop Geonkhali into a ship-building yard and to have Railway connection thereto;

(b) if so, whether the report of the same will be laid on the Table;

(c) whether it is a fact that recently the World Bank experts have recommended that a port on the Western bank of the Hooghly River especially at Geonkhali should be established and a Railway connection should also be established; and

(d) if so, when Geonkhali is going to be turned into a port to facilitate carrying of imported steel to steel plant areas all of which are on the South Eastern Railway ?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** (a) No.

(b) Does not arise.

(c) The relevant extract from the World Bank Mission Report is placed on the Table of the House. (See Appedix V, Annexure No. 43).

(d) The matter is under examination in the Ministry of Transport.

**Shri S. C. Samanta:** May I know whether in 1946-47, Shri S.M. Afzal, D.T.S., B.N. Railway made a survey of the line from Contai to Contai Road and surveyed another alternative line from Machada to Contai and said that the percentage of return on capital on the alternative line would be 6.6 per cent? Is it true?

**Shri Alagesan :** I do not have that information with me. I will look into it.

**Shri C. R. Narasimhan :** May I know whether the Government are considering the question of asking these World Bank experts to investigate the possibility of developing ports other than Geonkhali as well—ports in Orissa, Point Calimere and the Tuticorin port ?

**Shri Alagesan :** The World Bank Mission have expressed a desire to examine questions relating to ports, shipping and railways. Geonkhali is one such port which we propose to ask them to look into.

They will also examine the conditions in other ports and also find out as to how far they could help us in increasing the capacity of the other ports. I am not at present able to say what are all the ports that they will look into, but the suggestions of the hon. Member will be kept in mind.

**Shri S. C. Samanta:** Is it not a fact that on the objection from the railways this port scheme was not taken up in the Second Five Year Plan on the ground that the capital cost would be heavy and that there would be no return cargo, and may I know whether at present the Railway is convinced that there will be return cargo, as the Chamber of Commerce have written to them that they want a port there ?

**Shri Alagesan :** It is true that as the hon. Member has stated the railways feel that there will be no return cargo, and the construction of a railway line will not be a paying proposition, but the railways and the Transport Ministry are prepared to leave this question to be looked into by an independent body of persons like the World Bank Mission.

**Shri Matthen :** In view of the offer of the World Bank to help the development of shipping and ports, has the Ministry sent any proposal, and if so, what is the amount asked for from the World Bank ? Have they sent any proposal for getting help from the World Bank ?

**Shri Alagesan :** All the proposals that we would like to be seen and vetted by the World Bank Mission will be placed before them. I am at present not able to indicate the actual amounts that will be required for this purpose.

#### Automatic Ticket Machine

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\*1345. { **Shri Bhagwat Jha Azad :**  
**Shri Shivnanjappa :**

Will the Minister of Railways be pleased to state :

(a) how far the experiment of automatic ticket machines has proved successful; and

(b) in how many stations such machines have been installed ?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** (a) Installation of automatic printing machines has proved successful.

(b) 53 stations.

**Shri Bhagwat Jha Azad :** As a result of the successful experiment do Government propose to extend this experiment to other stations as well ?

**Shri Alagesan :** Yes, Sir. I have got information here which says that the Western Railway proposes to extend this facility to seven more stations.

**Shri Bhagwat Jha Azad :** What is the result of this experiment by way of economy of time and money over the present system of distribution ?

**Shri Alagesan :** There are a number of advantages. There are too many. Perhaps I can press on the list to the hon. Member.

**Mr. Speaker :** No, no. He only wants to know two things, one regarding time and the other regarding money; saving in money and saving in time.

**Shri Alagesan :** This enables prevention of fraud; the issue of tickets out of series and misappropriation of fares thereon are eliminated. The re-issue of tickets by re-dating will also not be possible as the date of issue will be printed on the ticket in ink by the machine instead of being stamped as at present. In certain cases the hour of issue is also printed.

With regard to time, the maximum speed achieved in the issue of tickets by the machine during the trial period was roughly 700 per hour, and is likely to be increased to a thousand per hour with more experience, as against the normal issue of about 300 in an hour according to the present system.

**Shri Bhagwat Jha Azad :** May I know how far this method would displace the hands at present employed ?

**Shri Alagesan :** There will be some saving in staff and it will lead to reduction in working expenses, but I am not able to give the actual quantum.

**Shri Velayudhan :** May I know whether in Delhi Main Station this was introduced and whether there was any retrenchment made because of this ?

**Shri Alagesan :** I am not able to say whether it is in Delhi Main.

**Shri Velayudhan :** About Delhi Main Station the Minister wants notice ? It is strange.

**Shri Alagesan :** Nothing wrong if I ask for notice.

**Shri Velayudhan :** I know nothing wrong with the Minister.

**Shri Alagesan :** On the Northern Railway there is only one station. Perhaps it is Delhi Main Station. I am not aware.

**Shri Achuthan :** The hon. Minister said that in the Western Railway this is going to be introduced in seven more

stations. May I know in how many more stations altogether on the Indian railways this new system is going to be introduced in the new year and how many in the Southern Railway ?

**Shri Alagesan :** There are at present seven stations in which this facility exists. I am not able to say whether the Southern Railway has got any proposal to extend this facility to other stations.

#### Second Five Year Plan for Kerala

\*1347. **Shri A. M. Thomas :** Will the Minister of Planning be pleased to state :

(a) what would be the total outlay according to the Second Five Year Plan in the State of Kerala;

(b) the estimated expenditure for the District of Malabar under the plan as incorporated in the Madras Plan ;

(c) what are the major heads of expenditure for Malabar; and

(d) whether the allotment for Malabar is likely to be revised under the new set-up ?

**The Deputy Minister of Planning (Shri S. N. Mishra) :** (a) to (d) The total outlay under the State Plan of Kerala after allowing for territorial adjustments will be finalised shortly. The outlay for Malabar District as such in the revised Second Plan of Madras is still to be worked out.

**Shri A.M. Thomas :** In view of the general principle that was adopted in allocating the outlay for the various States which was based more or less on the population basis, may I enquire whether as regards Malabar also that principle would be adopted ?

**Shri S. N. Mishra :** I have stated on a number of occasions that it was not only on the basis of population. A number of important considerations had to be taken into account, but population is also no doubt an important factor and that would be taken into account in transferring the amount from Madras to the State of Kerala.

**Shri A. M. Thomas :** It was reported that the amount that has been allocated to the Malabar region from the Madras Plan comes to only about Rs. 15 crores or so. Is the Planning Commission satisfied with that figure, and will it not be grossly inadequate if the population basis is taken into consideration ?

**Shri S.N. Mishra :** The Planning Commission is having consultations with the representatives of the Governments of Kerala and Madras. In fact, some discussions have already taken place with the