

from Delhi Milk Scheme against advance payment. This facility has not yet been availed of by Railway canteen : and

- (4) In addition, Delhi Milk Scheme have issued authority letters for the issue of milk tokens for 20 half litre bottles of standardized milk to each of the three canteens. The collection of the tokens by the Canteens is awaited.

#### Drought in Rural areas of West Bengal

62. SHRI JYOTIRMOY BOSU : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the rural areas of West Bengal were severely affected by recent drought;

(b) if so, the estimated area affected, District-wise, and total value of foodgrains and commercial crops lost district-wise; and

(c) the main features of the long-term and short-term schemes to meet the drought menace in West Bengal ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) Yes, Sir. Several parts of West Bengal have been affected by drought during the current year.

(b) A Statement showing the position, as reported by the State Government, is attached.

(c) (i) *Long-term measures* : The development programmes of the Five Year

Plans in the Agriculture, Irrigation, Health and allied Sectors will minimise the severity of drought in future. In particular, under the Drought Prone Areas Programme, which is in operation in the State, the districts of Purulia, Bankura and Midnapore have been selected with 100% Central assistance of 4.05 crores. A Project has also been prepared for special programme of minor irrigation for summer rice cultivation.

(ii) *Short-term measure* : The following ceilings of expenditure on drought relief for the purposes of central assistance have been accepted by Government on the recommendations of the Central Study Team, which visited the State in June, 1972:—

(I) Relief Items — Rs. 4.70 crores

(II) Loan Items — Rs. 2.15 crores

Total Rs. 6.85 crores

The State Government has taken measures for opening of test relief works, distribution of gratuitous relief, supply of drinking water, etc. It has sanctioned an amount of Rs. 2.97 crores as loans for purchase of fertilisers, cattle, sinking of tubewells and other agriculture purposes.

Meanwhile, the Ministry of Finance has advanced a loan of Re. 1 crore and another loan of Re. 1 crore has been sanctioned by the Ministry of Agriculture as short term loan for agricultural inputs. Release of further assistance will be considered in the light of the progress of expenditure and the utilisation of the assistance already sanctioned.

#### (Statement)

Estimated area affected by recent drought in West Bengal, district-wise and total value of foodgrains and commercial crop lost.

District	Aus (Autumn Rice)		Boro (Summer Rice)		Jute	
	Area	Value	Area	Value	Area	Value
24 Parganas	66	298	17	Districtwise break-	100	549
Nadia	206	1031	19	up is not available	179	797

Value—in Rs./lakhs  
Area—'000 acres'

87 <i>Written Answers</i>	JULY 31, 1972			<i>Written Answers</i> 88	
Murshidabad	172	566	10	with the State Govt.	202 766
Burdwan	78	281	20	Total estimated loss	23 116
Birbhum	132	303	25	is about Rs. 12.96	1 N.R.
Bankura	131	34	2	crores	2 N.R.
Midnapur	174	66	10		21 121
Hooghly	42	469	37		37 293
Howrah	7	33	4		9 41
Jalpai guri	51	N.R.	N.R.		10 N.R.
Darjeeling	11	N.R.	N.R.		1 21
Malda	172	254	5		56 313
West Dinajpur	282	356	5		55 530
Cooch-Behar	15	N.R.	N.R.		— 34
Purulia	11	N.R.	1		Neg. N.R.

N.R.—Not reported by the Government.

Neg.—Negligible.

#### Cargo for Calcutta Port

63. SHRI JYOTIRMOY BOSU : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether his attention has been drawn to a report published in the Statesman Calcutta, dated the 25th June, 1972, page 1 under the caption "Calcutta Port yet to get due share cargo";

(b) if so, Government's reaction thereto;

(c) measures taken or being taken to improve the economic viability of the Calcutta Port ; and

(d) whether even the existing facilities on the Port are not being utilized to the desired extent; and if so, the factors responsible for the same ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR)

(a) Yes.

(b) to (d) : The traffic handled by the Calcutta Port had come down from about 11 million tonnes in 1964-65 to about 6 million tonnes in 1970-71, though it showed some improvement in 1971-72 with about 7.3 million tonnes. This has mainly affected the financial position of the Port

Commissioners who have been running into heavy deficits for the last few years. To improve the economic viability of the Port, the Government of India have agreed to meet 80% of the cost of river dredging and river maintenance for the years 1968-69 to 1973-74.

At other Ports, the main commodities which have contributed to the growth of traffic are oil, fertilizers and ores and they have to be carried in tankers of deep draught or bulk carriers.

The main reason for decline in traffic at Calcutta, apart from the decline in imports of foodgrains and exports of coal, is the restriction on the draught and length of vessels entering the Port. After the new Dock system at Haldia is commissioned by about the end of 1973, Calcutta would be able to cater to larger ships and provide fast loading and unloading facilities for bulk cargo. With this and the commissioning of the Farakka Project and the establishment of the new Refinery and other industries in the area, it is hoped that there would be a substantial increase in traffic at the port and improvement in the port's economic viability.