

हिन्दी साहित्य सम्मेलन, प्रयाग की साहित्य रत्न परीक्षा पास कर ली है, सीधे एम० ए० की परीक्षा में बैठने की अनुमति दे दी है;

(ख) यदि हां, तो उन विश्वविद्यालयों के नाम क्या हैं;

(ग) क्या अध्यापकों के अतिरिक्त एक प्राइवेट विद्यार्थी जिसने साहित्य रत्न की परीक्षा पास की है उक्त विश्वविद्यालयों की एम० ए० की परीक्षा में बैठ सकता है; और

(घ) यदि नहीं, तो इस सम्बन्ध में सरकार का विचार क्या कर्तव्यवाही करने का है ?

शिक्षा मंत्र: (श्री द्विगुण सेन) : (क) सरकार के पास इस सम्बन्ध में कोई जानकारी नहीं है।

(ख) से (घ). प्रश्न नहीं उठता।

#### KAKINADA PORT

2324. SHRI G. S. REDDI: Will the Minister of TRANSPORT AND SHIPPING be pleased to state:

(a) whether it is a fact that the useful performance of the Kakinada port is not likely to continue as the approach Channel between the inner port and anchorage is gradually silting up due to lack of suitable dredger;

(b) whether it is also a fact that at present the loaded cargo boats are able to negotiate the approach channel only during high tide periods restricting the duration of boat navigation to about an hour a day;

(c) whether it is also a fact that on the request of the State Government the Union Ministry of Transport and Shipping had informed them that the 2nd Pool Dredger would be ready for allotment by January 1968; and

(d) whether it is also a fact that unless the dredger with Rs. 10 lakhs for maintenance is made available urgently, the Government of Andhra Pradesh would be forced to close the port next year?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO): (a) to (b). Executive responsibility for the development of Ports other than Major Ports rests with the State Governments concerned. The Government of Andhra Pradesh who are responsible for the development of Kakinada Port have reported that the channel between the inner port and anchorage has been subject to siltation for the last ten years. A subsidiary channel was found by which loaded cargo boats could negotiate between the Ship and the shore only during high tide for an hour in a day. The State Government approached the Centre in November 1966 for the deployment of one of the dredgers of the Minor Ports Dredging and Survey Organisation for carrying out dredging work at Kakinada. It was then thought that the first set of pipelines, without which the dredger could not be put to use, would be available by the end of 1967 and that the Dredger could be sent to Kakinada towards the end of that year. These pipelines are yet to be received. The Government of India are very much alive to the problem of dredging at Kakinada and would send one Dredger, as soon as possible, for dredging work at that port so that it does not have to close down for want of dredging.

The Government of Andhra Pradesh have proposed a sum of Rs. 10 lakhs under "New Schemes" in the Annual Plan for 1968-69 for dredging at Kakinada. It is for the State Government to provide this amount from their own resources.

#### NATIONAL HIGHWAY WORKS IN ANDHRA PRADESH

2325. SHRI G. S. REDDI: Will the Minister of TRANSPORT AND SHIPPING be pleased to state:

(a) the amounts sanctioned for original works on the National Highway in Andhra Pradesh during the First, Second and Third Five Year Plans, the amount spent and the reasons for reduced expenditure;

(b) the amount of grants given to make up the back-log of the Third Plan and the grants anticipated in the Fourth Plan;