

million tonnes or 85 million tonnes by the end of the Fourth Plan.

**Shri Tridib Kumar Chaudhuri:** With regard to Haldia Port may I know whether Government have obtained final assurances from the World Bank as to the aid that we propose that they should give for the Haldia Port; or, is it still hanging fire?

**Shri Raj Bahadur:** The World Bank requires certain technical information from technical experts. Now they have that information and a report has been sent to them. Presently, an appraisal team of the World Bank is right here in the capital and we are holding discussions with them.

**Shri P. Venkatasubbalah:** May I know whether Government has drawn up any programme to develop certain subsidiary ports, which are as strategic as some of the major ports, like Kakinada in Andhra Pradesh; if so, what measures is Government contemplating to take?

**Shri Raj Bahadur:** It is our endeavour to develop as many ports—major, intermediate and minor—as possible and Kakinada happens to be falling in one of the latter two categories.

**Dr. Ranen Sen:** While developing Haldia and Paradip ports there was a controversy as to whether iron ore or manganese ore will be exported abroad through Haldia or Paradip Port. Has the Government come to any final decision in regard to this?

**Shri Raj Bahadur:** We do not attach much importance to that controversy; in fact, Haldia Port will have to cater to many a demand for handling bulk commodities including, to some extent, iron ore traffic also. So far as Paradip is concerned, essentially it will be meant for iron ore but it also will handle general cargo and other bulk commodities. There are not any fixed rules about it. We will have to go by the standard or measure of the immediate cost involved to the export commodity or to the import commodity.

**Shri Basumatari:** In view of the conflict between Pakistan and India is the Government of India contemplating to establish two ports at Jogighopa and Niamatighat; if so, what are the financial implications and progress thereof?

**Shri Raj Bahadur:** Sir, we are travelling from sea ports to river ports.

#### Steamer Service to Assam

\*241. **Shri P. C. Borooah:**  
**Shri Hem Barua:**  
**Shrimati Benuka Barkataki:**

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that most of the crew of the steamers plying between West Bengal and Assam are Pakistani nationals;

(b) whether in view of the present Indo-Pakistan conflict any special measures have been taken to ensure that this life-line of communications to Assam does not break down; and

(c) if so, the measures taken?

**The Minister of Transport (Shri Raj Bahadur):** (a) Yes.

(b) and (c). The services on the river route from Calcutta to Assam stand suspended since the outbreak of hostilities. The question of restoration of this route will be taken up at the appropriate time. Alternative coordinated transport arrangements to Assam have been made to meet the requirements.

**Shri P. C. Borooah:** May I know if the present dislocation of services and impounding of the vessels will not result in greater losses to this company which has been taken over by the Government presently? This company is sustaining losses to the extent of Rs. 90 lakhs a year. What steps have been proposed to be taken by the Government to keep the services plying in the event of this company having to be wound up?

**Shri Raj Bahadur:** The other day I made a full statement on this subject; even so, for the sake of refreshing the memory of the hon. Member I might repeat that the River Steam Services will, no doubt, incur losses on account of the dislocation of their services. We are trying to augment the services in Indian waters from Jogighopa to Niamatighat and beyond up to Dibrugrah, on the one hand, and are also trying to reach other subsidiary waters in Assam. On the Calcutta side, we propose to go to certain river routes as far as possible. By these means we try to minimise the losses; but, even so, there will be a good deal of losses on account of the dislocation of services.

**Shri P. C. Borooah:** May I know whether Government contemplate to take a softened attitude towards the East Pakistani crews of this company, who were laid off during the Indo-Pakistan conflict, in view of the East Pakistani people having crushed the "Crush India Movement" initiated by the Pakistan Government?

**Shri Raj Bahadur:** These facts we are getting to know from the papers and we are watching the developments with keen interest and awareness.

**Shri Hem Barua:** In view of the fact that during the Chinese aggression of 1962, the crew of these steamers plying between West Bengal and Assam went on a strike—please do not forget that out of 15,000 crew 12,000 are Pakistani nationals—may I know what steps Government taken to see that this vital link in our economy and security between West Bengal and Assam is not disrupted in future also?

**Shri Raj Bahadur:** India in 1965 is not what it was in 1962 and much water has flowed down the Brahmaputra since then. I think there is a wave of change also in East Bengal.

**Shri Hem Barua:** Out of 15,000 crew, 12,000 are Pakistani nationals. What has he done about it?

**Mr. Speaker:** He says, several changes have taken place since then.

**Dr. M. S. Aney:** The hon. Minister said that the resumption of the service will be at the appropriate time. Is the 'appropriate time' going to come in the near future or is it going to be in the distant future? What is his estimate?

**Shri Raj Bahadur:** That is a very difficult question. But I would say that the 'appropriate time' means the time when there are conditions in which we can operate the services. I think the hon. Member has a much better knowledge of English language than I and he knows what 'appropriate time' means.

**Dr. Ranen Sen:** In view of the fact that this conflict with Pakistan is not going to be diminished very soon at least, has the Government thought of taking any extensive steps to recruit and train Indian nationals in these steamers?

**Shri Raj Bahadur:** We have taken those steps.

**श्री हुकम चन्द कछवाय :** क्या सरकार ने पता लगाया है कि इस सेवा के प्रन्दर कितने पाकिस्तानी काम करते थे ? क्या सरकार ने इस बात की भी छानबीन की है कि वहां लोगों के द्वारा घनेकों बार भारत विरोधी कार्रवाइयां की गई हैं, घनेकों बार उनको भारत विरोधी कार्रवाइयां करते हुए पाया गया है ?

**श्री राज बहादुर :** उनकी संख्या तब 6,600 थी और इसमें . . .

**Shri Hem Barua:** It is 15,000 out of which 12,000 are Pakistani nationals.

**Shri Raj Bahadur:** I have got the authentic figure. The total number given to me is 6,800 out of

which 5300 are in the employ of the River Steam Navigation Company and the remainder are in the other private-sector companies. That is the authentic figure which is given to me.

**श्री हुकम खन्व कछशय :** भारत विरोधी कार्रवाइयां करते हुए पाए गए या नहीं इसका जवाब नहीं आया है ।

**श्री राज बहादुर :** भारत विरोधी कार्रवाई की कोई ऐसी घटनाएँ तो हमारे नोटिस में नहीं आईं । इधर जब लड़ाई शुरू हुई तो पाकिस्तानियों को बंगाल में इंटर्न कर दिया गया था ।

**Shri A. P. Sharma:** In view of the fact that most of the employees in the steamer services are Pakistani nationals, what specific programme has the Government got for the recruitment and training of Indian nationals and how long will it take to complete the programme?

**Shri Raj Bahadur:** I have already answered this.

**Mr. Speaker:** Only the second part remains to be answered. The Member wants to know as to how long it will take to complete the programme.

**Shri Raj Bahadur:** If need be, we can have the replacements in six months' time.

**Shrimati Renuka Ray:** Since the Railways were able to dismiss the Pakistani nationals, is it not possible for the Transport Minister to take this step?

**Shri Raj Bahadur:** We have also removed them in the Calcutta region. But the main question at the present moment is that the services are not running according to full schedule. In fact, the employees that we have got there are surplus to our requirements.

**Dr. L. M. Singhvi:** Since the hon. Minister has made a reassuring claim that much water has flowed down the

Brahmaputra since 1962, I should like to know the precise nature of improvement in the proportion of Indian nationals employed as crew between 1962 and 1965. I would like to know whether there is a large proportion of Indian nationals employed as crew and whether the claim made by the hon. Minister is justified in terms of statistic.

**Shri Raj Bahadur:** I think the question to which I gave that reply was in a different context. So far as the question of numbers is concerned, I shall require notice.

**Shri Buta Singh:** I want to know the reason why the Government of India does not think it suitable to handover the service to the Indian Navy.

**Shri Raj Bahadur:** I do not know whether the Indian Navy would like to go to Bhammaputra.

#### Crop Insurance Scheme

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- \*243. **Shri Linga Reddy:**  
**Shrimati Tarakeshwari Saha:**  
**Shri P. R. Chakraverti:**  
**Shri P. C. Borooah:**  
**Shri Basumatari:**  
**Shri P. K. Deo:**  
**Shri Solanki:**  
**Shri Kapur Singh:**  
**Shrimati Malmoona Sultan:**  
**Shri Yashpal Singh:**  
**Dr. Ranen Sen:**  
**Shri Dinen Bhattacharya:**  
**Shri Heda:**  
**Shri Balakrishnan:**  
**Dr. Sarojini Mahishi:**  
**Shri Sidheshwar Prasad:**  
**Shri M. Malachami:**  
**Shri Jashvant Mehta:**  
**Shri Vishwa Nath Pandey:**  
**Shri R. Barua:**  
**Shri A. N. Vidyalankar:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether statutory National Crop Insurance Scheme has been finalised by Government; and

(b) if so, the main features thereof?