

cargo. They do not come empty into the Calcutta Port. So, wherever there is export cargo, they have to go to that berth. Therefore, shifting of these vessels from one berth to another berth is inevitable. Then, our ships are multi-purpose ships, combination ships. They carry containers, bulk cargo and general cargo. When they carry containers, first they have to go to the container berth where handling facilities are there. After unloading containers, they go to another berth which has facilities for unloading of bulk cargo. Then they go to a berth for unloading of general cargo. Under these circumstances, it becomes necessary for a ship to move from one berth to another berth. We cannot totally avoid it. But I want to assure the hon. Member that I shall see to it that the shifting of vessels is minimized to the extent possible.

PROF. RUP CHAND PAL: It is not a fact that foreign lines are being given preferential treatment vis-a-vis Indian lines? Further malpractices in the matter of allocation of berths by concerned departments of the Calcutta Port Trust are also reported in a section of the press.

SHRI VEERENDRA PATIL: It is not correct to suggest that the foreign lines are being given preference, as compared to Indian lines. If the hon. Member has any such instance within his knowledge, he can write to me. I will certainly look into it.

SHRI R. P. DAS: I am not impressed by the reply of the hon. Minister.

MR. DEPUTY-SPEAKER: But Prof. Rup chand Pal is impressed.

SHRI R. P. DAS: The reasons given by the hon. Minister for frequent shifting of vessels from one berth to another are operational necessities like absence of storage space in transit sheds, availability of a more suitable berth for the vessel at a later stage, break-down of ship's derrick,

bare tide and so on. Why cannot the Calcutta Port Trust plan in advance and keep berths ready for ships for export cargoes like jute and jute products? Instead of doing this, they are frequently shifting ships from berth to berth, causing loss and suffering to the shippers and loading agents. Will the hon. Minister request the Calcutta Port Trust to stop this practice of shifting vessels from berth to berth so that the suffering caused to the shippers and loading agents are either minimised or dispensed with completely.

SHRI VEERENDRA PATIL: I have already admitted the fact that there is shifting from berth to berth. I have also admitted that it is necessary and that it is not possible for us to eliminate it altogether. We will see to it that the shifting is reduced to the minimum possible. We are at it. We are going to issue instructions to the Port Authorities that, so far as shifting of vessels from one berth to another is concerned, after giving the initial allotment of a berth to a particular ship, it should not be shifted to another berth without the approval of the Deputy Chairman or the Chairman. So, we are taking steps to see that this is minimised.

SHRI R. P. DAS: Does the shifting of vessels from berth to berth takes place in other ports like Madras and Bombay for generational reasons?

SHRI VEERENDRA PATIL: I do not know about other ports, but in Bombay sometimes shifting becomes necessary. It may be so in other ports, but I do not have the details.

Creation of Directorate of Railways Land Resources Development

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*287. SHRI MOHAN LAL PATEL:

SHRI M. V. CHANDRASHEKARA MURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether he has suggested to the Railways the creation of a Directorate

of Railways Land Resources Development;

(b) if so, whether he had called a meeting of the Chief Engineers of the Zonal Railways on 30 June, 1982;

(c) if so, what other suggestions were made in the meeting; and

(d) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes Sir.

(b) Yes Sir, a meeting of Chief General Engineers was held on 30th June, 1982.

(c) Other suggestions were regarding (i) involving State Government Forest Departments for afforestation on Railway land in between Stations (ii) tree plantation within station limits by Railways themselves on phased programme basis (iii) exploring the possibility of using Railway land/air space in urban areas for Resource Development.

(d) The Railway Board have already decided to set up the new Directorate by adjustment of existing posts from Railways. The Directorate will take action for implementing the suggestions in (c) above.

SHRI MOHAN LAL PATEL: Sir, India has 75 million hectares of forests. India has 15.64 per cent of the world population, whereas it has got only 1.85 per cent of the world forests.

According to the Railway Minister's statement appeared in the newspapers, one lakh hectares of land is available near the railway side for the tree plantation.

At present not more than 10 to 20 per cent of the trees planted by the forest or PWD Department survive. In this regard, if some areas of land is given on lease to the private individuals, the percentage of trees grown will be much more and employment can be provided to thousands of un-

employed. In view of this, will the hon. Minister consider to give land on lease to the private individuals?

SHRI MALLIKARJUN: It is true that the Railway Minister has mentioned that 1.22 lakh hectares of railway land is available. But within this land Railways have proposed to have 88,000 hectares for afforestation, and so far as the rest of the land is concerned, now the Railways are keenly thinking of utilising this land including the air space also in order to see how best we can also earn out of it, and so on and so forth, but it depends upon various factors for licensing land to private individuals.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): I would like to add that it will not be possible to give it to the private lease-holders because in consultation with the Forest Departments of the State Governments and the Forest Department of the Government of India we have decided to take up afforestation programme on the railway land on a big scale and we hope to plant more than 10 lakhs of trees ourselves and therefore, any giving of land on lease to private parties would not be possible. The remaining 44,000 acres are being used for grow-more-food and therefore, it cannot be diverted unless...

SHRI SATISH AGARWAL: It should not be.

SHRI MOHAN LAL PATEL: In the last Railway Budget the hon. Minister has given an assurance to the House that plantation of trees will be done as early as possible and sufficient funds and all the rest of the machinery will be created as soon as possible. I would like to know what concrete steps have been taken till now.

SHRI MALLIKARJUN: Sir, as proposed, to have these 88,000 hectares of the land of Indian Railways for afforestation, we propose to plant 10 crore trees and in this, as has been informed by the Minister, it will be divided into two. One portion will be

taken by the Railways themselves and another by the Forest Departments of the State Governments and the Railway's portion would be about 1 crore trees and 9 crore trees would be of States' contributions and still, that is at a negotiating stage and that has to materialise.

SHRI D. P. YADAV: Mr. Speaker, Sir, I am thankful to the hon. Minister for announcing that the land will not be leased to any private persons. I must thank him for that. However, this has come to our notice that at several places in our area there have been illegal occupations of the railway land by private persons. Formerly, there used to be a pencil mark on both sides of the Railway track. These days we do not find any pencil mark or any barbed wire or any wire on both sides of the railway track. Will the Minister kindly assure this House that this pencil marking will be done? What steps will be taken for restoration of the unauthorised occupation by the private persons?

SHRI MALLIKARJUN: There are 84910 unauthorised encroachments. Government is keen to see that these encroachments are vacated. Eviction proceedings have also been awarded in certain cases. But still these encroachments are continuing and the State Governments have to come forward to rehabilitate them. We are making all efforts on our part.

So far as fencing of the land available is concerned, it is not possible. At the stations we will have fencing but not all over the land which is available because we have got 3.22 lakh hectares of railway land. It is, therefore, not possible.

SHRI B. V. DESAI: While replying to this question the hon. Minister has informed the House that the afforestation programme in between the two stations will be taken up by the Railways in co-operation with the State Governments. I would like to know from the hon. Minister what actual steps have been taken to involve the

State Governments in this regard? Has any meeting taken place? At what stage is it? For afforestation purposes even the State Governments lack funds and so also the Railways. To what extent are they going to have resource mobilisation?

SHRI MALLIKARJUN: So far as afforestation is concerned it is one of the twenty point programme enunciated by the Prime Minister. So, the Railways have taken it up on a massive scale in this particular year. In 1982-83 about 39 lakh trees will be planted in selected and limited stations. We have got certain stations where we will be planting trees. So far as land from one station to another is concerned we want the Forest Department of the State Government to take it up. For this we are creating a separate Directorate. At present our Director, Civil Engineer look after tracks, bridges, buildings, so on and so forth. We have decided to create a new Directorate so that they will be in regular touch with the State Governments. It is up to the State Governments to create funds. We have clearly mentioned that about 9 crore trees the State Governments have to contribute and we have to contribute 1 crore trees.

MR. DEPUTY SPEAKER: After planting you should not stop. You must also see that they grow like big trees.

SHRI MALLIKARJUN: It depends upon public co-operation and the various ingredients of irrigation, etc.

चौधरी मुलतान सिंह: क्या सरकार अपनी इस नीति को बदल रही है कि रेल की जितनी पटरियां हैं उनके आसपास जितनी जमीन है वह वन विभाग को दे दी जाए क्योंकि आज तक वहां पर एक भी पेड़ नहीं लग पाया है? एग्रीकल्चर कमेटी में भी यह तय पाया है कि वन विभाग को भारत की सारी रेल की पटरियों वाली भूमि दे दी जानी चाहिए। पी डब्ल्यू डी

को आप ने दे रखा है इसको। क्या वन विभाग को दे देने से पेड़ ही पड़ नहीं लग जायेंगे और काफी प्रोबलम हल हो जायेगी। दूसरे अरावली की शाखायें देश में इतनी फँसी हुई हैं जो करोड़ों एकड़ में हैं जिन पर एक भी पेड़ नहीं है। क्या कारण है कि हिमालय और विन्ध्याचल रेंज पर तो पेड़ हैं, लेकिन अरावली रेंज पर पेड़ नहीं हैं, उन पर भी पेड़ लगाने की ओर विशेष ध्यान दें कि वहाँ कौन से पेड़ हो सकते हैं उनके बीज हवाई जहाज से गिराये जायें जिससे पेड़ लग सकें।

श्री मल्लिकार्जुन : मैं सदस्य को पूर्व ही बता चुका हूँ कि सरकार को क्या नीति है।

श्री कृष्ण दत्त सुल्तानपुरी : मैं जानना चाहता हूँ कि पट्टे पर रेलवे की कोई भूमि नहीं दी जायेगी, ऐसा आपने कहा है, और आगे के लिए पट्टे पर देना बन्द कर दिया गया है। लेकिन बहुत सी ऐसी जगहें हैं पहाड़ी क्षेत्रों में जहाँ पौधे लगे हुए हैं और जगह भी खाली है जहाँ लोगों ने दुकानें बना ली हैं। मेरे देखने में ऐसा आया है कि जनता पार्टी के रिजर्व में बहुत से लोगों को कालका से शिमला तक जमीनें अलाट कर गई हैं, क्या उस अलाटमेंट को कैंसिल कर दिया जायेगा, और जिन्होंने वहाँ पर पक्के मकान बना लिये हैं उनको विकाल दिया जाये और क्या सरकार सोचेगी कि जो जमीन जिस पर पेड़ नहीं हैं, मकान बन सकते हैं वहाँ मकान बनाने के लिये जमीन आप देंगे?

श्री प्रकाश चन्द सेना : यह तो बताया गया है कि केवल वही जमीन जहाँ दरख्त लगाये जा सकते हैं वह जमीन पेड़ लगाने के उपयोग में लायी जायेगी। जहाँ पक्की

जमीन है रेलवे के पास जहाँ स्वयं रेलवे बिल्डिंग खड़ी कर सकती है अपने क्वार्टर बनाने के लिये वहाँ उसका उपयोग किया जायेगा। इसके अलावा सेल्फ फाइनेंसिंग के तौर पर जैसे बम्बई में ऐसी जमीन है जहाँ स्काई स्क्रैपर्स बनाये जा सकते हैं जिसके लिए लोगों को कम्पनियों और इस्टोयूशन्स पैसा गृन्डवांस में मिलेगा, तो इस प्रकार से सेल्फ फाइनेंसिंग स्कीम के द्वारा बड़े बड़े मकान बनाये जाने की योजना है। इस तरह से डबल यूज है— एक अफोरेस्टे न होगा और दूसरे लैंड यूटिलाइजेशन का जिससे रेलवे की आमदनी बढ़ाया जा सके।

Crisis in Indian Shipping

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*290. SHRI K. KUNHAMBU:

SHRI M. RAMGOPAL
REDDY:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Indian Shipping lines are facing a crisis due to competition from foreign Shipping lines; and

(b) if so, the steps being taken to help the industry to tide over the present crisis?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Indian Shipping Lines are facing a crisis. One of the contributory causes is increasing competition from foreign shipping lines.

(b) Efforts are being made to secure better cargo support for Indian shipping lines. Government is also contemplating extending financial relief to them to tide over the present recession in shipping.

SHRI K. KUNHAMBU: Sir, may I know whether the Government have received any memorandum from the Indian Shipping Companies regarding