

[Shri T. T. Krishnamachari]

this decision would also be issued immediately.

**RESOLUTION RE: PROVISION FOR A MAJOR PORT AT PARADIP—**  
contd.

**Mr. Speaker:** We will now proceed with the resolution moved by Shri Supakar. What are the amendments that hon. Members would like to move to this resolution?

**Shri Panigrahi (Puri):** I beg to move:

That in the Resolution,—

add at the end—

“and necessary steps be taken by the Union Government for providing the area with preliminary facilities for the export of iron ores to Japan.”

**Mr. Speaker:** Amendment moved

That in the Resolution,—

add at the end—

“and necessary steps be taken by the Union Government for providing the area with preliminary facilities for the export of iron ores to Japan.”

**Shri Surendranath Dwivedy (Kendrapara):** Mr. Speaker, Sir, this question of declaring Paradip as a major port should not be considered only because with it the economic prosperity of Orissa is linked up, but it should be viewed from the larger aspect, from the point of view of our national defence and from the urgency of relieving heavy congestion at our ports at present.

The more I look into the question I fail to understand why after ten years the Government of India is taking such a lukewarm attitude to begin with and advising the State Government to declare this as a minor port. As has been pointed out, as early as 1947 the Technical Committee recommended the urgent need

of establishing a port in the east coast after we had lost Chittagong. We made some attempts and have established a port at Kandla when Karachi was lost, which took about eight years for us to build it up. Here in the east coast we have not made any attempts whatsoever.

As regards the technical aspects of the question, as many as eight investigations have taken place. The reports are there before the Government and the Orissa Government has published them in booklet forms. It satisfies all the requirements, both from the technical point of view and from the economic point of view, that are required for declaring this place as major port.

Although the need is there and even the Government of India's own representatives have established beyond doubt that all elements in this area are favourable for establishing a major port, the Government of India is sitting tight over it, keeping silent over it and is neglecting it. Probably, the department over which our hon. Lal Bahadur Shastri presides is still influenced by that Imperial attitude although the Imperialists have left us. The Britishers were developing our ports mainly concentrating their attention on major ports like Bombay, Calcutta and Madras. That attitude has not still changed, and that is why we have been neglecting this aspect.

My friend has pointed out that it is not only we people of Orissa who are very much anxious to see that this port is developed as a major port, but it will be seen that all persons interested in the development of ports as a whole are also anxious to see that Paradip is developed.

Not only that. Even missions from foreign countries which have visited this area and carried out investigations at their own cost have reached the conclusion, that if at all we have to establish a port we must take Paradip as the first point where this

can be successfully done. Why is it so? It is because, as you know, Orissa is very rich in mineral resources. Out of 80,000 square miles 23,000 square miles have mineral resources like iron ore etc. We have high grade iron ore which are an exportable commodity. We can get that in plenty in Orissa. The whole concern of these missions and the countries like Japan, Czechoslovakia and Germany who want iron ore from India is that this iron ore should be exported from a place which will be nearer to the place where the mines are there.

The Japanese Delegation which came very recently, I believe, is still in this country going into this question. But I am told a Japanese Team which visited before have offered not only to help in establishing the port but also in developing railways and mechanising the mine area for the purpose. When another Japanese Delegation which visited this country very recently had some conference and had come to some agreement with the Government of India, I am surprised to find that the question of Paradip was not taken as the first item but some agreement has been reached to develop Vishakhapatnam and take iron ore from Rourkela. I have no objection to that. Even if Vishakhapatnam is developed Orissa is going to benefit, I suppose, by having more railways. But at the same time, I would urge that in Rourkela, Mayurbhanj, Bonai and Sundergarh we have sufficient iron ores not only to feed the Rourkela steel factory but sufficient to export for a number of years which the Vishakhapatnam port itself will not be able to cope with.

Therefore, what they are interested in is this. There is another area called Sukinda where we have plenty of iron ores to the tune of 80 million tons and Paradip is only 110 miles from Sukinda mining area. Therefore, this Japanese Mission and others are interested to develop this port so

that these materials can be made available to them at a cheaper rate with cheaper transport facilities.

There is also another aspect. Paradip is also linked up with canal system. There are canals which can feed the Paradip port, and they can carry this iron ore from these mining areas. Those canals are going to be developed under the Delta Irrigation Scheme. That is another facility, and to have a new railway line of 110 miles is not a very great job.

It will be seen that Paradip offers us all favourable conditions in other respects too. The sea is 30 feet deep at a distance of half a mile from the shore. If only a stone wall of 3500 feet in length could be built into the sea even war ships could come inside Paradip Port, as water standing between the wall and shore would be 48 feet in depth. Regarding upkeep and maintenance, according to estimates the upkeep and maintenance of this port would be cheaper than Calcutta. In Calcutta we spend about Rs. 50 lakhs a year whereas it has been estimated for Paradip only Rs. 10 lakhs will be required.

A more important fact is this. In Kandla we have taken eight years to build up the port. But nearabout the area there is no drinking water facility. Water has to be carried from 19 miles away. But here, it is a very encouraging feature to find that in the port area itself, in a village, the drinking water sources have been found and the port town itself can develop the adjoining area around the sea.

I am told that the Japanese want to take from us about four million tons of iron. I want to say that the existing ports, even if Vishakhapatnam is developed, will not be able to cope with this export. At the same time, if we take into account the deposits that we have in Sukinda, and considering that iron is exported even at the rate of 4 million tons through

[Shri Surendranath Dwivedy]

Vishakhapatnam, Paradip will be supplying iron ore to the Japanese for about 2,000 years without affecting in any way our supply to the factories that we have in our own country. They are also very much anxious about it.

But I am surprised that although there is that offer from the Japanese and others to help us, the Government of India is sitting tight. I would not be wrong if I say that the impact on the Government itself of North India and other places is so great that they do not consider these areas which have great potentialities of development, seriously. Therefore, they have neglected this. This is what I want to point out. It will take a number of years for development, if, as we have begun now, we ask the Government of Orissa just to send some iron ores through Paradip at the rate of 50,000 tons or so annually. I am told they are even prepared at the present time, to export as much as one lakh tons. That will give us a good amount of foreign exchange to the tune of Rs. 1½ crores a year. But we are asking them now, after ten years, to declare it as a minor port and do things as has been suggested by the Transport Ministry.

Then there is the question of procedure, as the Minister himself said in reply to a question. First it will be a minor port; then it will become an intermediate port, and then a major port, and we would have to bring some machinery which, by the time it is declared a major port, will not be of any use. This procedure I think will be utter waste of time and money. At the same time, it will be a great setback to all our development programme.

Therefore, what I suggest is, since all the requirements and investigations that have been made so far satisfy the needs and the requirements for declaring it as a major port, it is high time that the Government of India declared here and now that within the second Five Year

Plan period this port would be developed as a major port so that will contribute towards the economic development of the country as a whole.

Therefore urgency of this resolution. I feel that the Government, if it does not want to follow the imperialistic attitude, if it does not want to neglect areas which are in need of urgent development, should have no hesitation in announcing today that they are going to make it a major port. If they do not do it, the country cannot be developed. Probably, it is being seen in many respects that the Government do not proceed on estimates or on reasonable facts placed before them. Some kind of political pressure is always brought upon them in great and major matters. Therefore, at the same time, I want to issue a warning. If, after all these things, our voice is not listened to, probably they will have to face an agitation, an agitation which we want to avoid.

As I said, it is not only economic aspect of it but it has also another psychological factor behind it, because Orissa wants to develop; Orissa wants to have economic prosperity. And that cannot be achieved by burdening the poor people of Orissa with more taxation or by any other measure. It can only be done by developing its resources, by developing its rich mineral resources which can bring in more money not only to Orissa's treasury but also to the national treasury as well.

Mr. Speaker: Shri Panigrahi Then I will call Shri Raghunath Singh.

Shri Panigrahi (Puri): At the outset, I would like to thank the Ministry of Transport and Communications for the interests that they have taken to carry on investigations at Paradip for building a new major port. But I sometimes feel and perhaps the House will bear with me, that the Government want to start a thing and when they want to start it, in the beginning they start right earnest, but unfortunately, they do

not carry the thing to a finish. That is where they lag.

I need not quote all the reports of the expert committee which were really appointed at the initiative or rather with the help of the Ministry of Transport and Communications. Therefore, whatever material we are getting today about Paradip is due to the encouragement given by the Minister of Transport and Communications so that we are in a position to argue the case before this House.

The French Expert Committee which was invited by the Government of India in January, 1951, to investigate into the possibility of building a new major port between Vishakhapatnam and Calcutta, said that a traffic of 4,50,000 tons a year at Paradip would be enough to justify the investment of Rs 7 crores including Rs 18 crores for a dredger to build this new port in Paradip. They considered this traffic not to be very much on the part of the State having a 15-million population and with mineral resources and abundant forest resources. I would like to press upon our hon. Minister of Transport and Communications that really, the idea of Paradip port is not a new one. It is vitally linked up with the Hirakud dam construction project. It is really a matter of great pride for us that the Government of India agreed to spend Rs. 100 crores for financing the Hirakud dam construction project. It is really a wonder in Orissa and we are proud of it. When this dam project was initiated, the Government of India itself thought that the Hirakud dam was a multi-purpose one. It had four purposes. One was to provide irrigation. The second was to provide navigation from Sambalpur to the river Mahanadi, that is, to Paradip. It had also two more aims, including generation of electricity and flood control.

When we have almost completed the Hirakud dam project and when the State of Orissa is going to get the benefits out of this, it is really a matter of regret if our Government

does not come to feel that another Rs. 8 crores will really help in building up and fulfilling the overall aim of the Hirakud dam project. It is just like building a temple and not to finish it, as it stands at present. The Hirakud dam project will be really finished if Paradip port is developed as a major port.

I would like to quote only a proceeding from the second meeting of the National Harbour Board held at Bombay in November, 1951. They adopted a criterion for the development of a new major port in India. What was the criterion? They say:

"For the purpose of setting up a new major port, traffic survey should reveal the possibility of at least 3 lakh tons of new traffic, and a cargo tonnage of 5 minimum requisite trade for a major port at the outset, rising to 8 or 10 lakhs tons in 10 years."

Let us see how far Paradip satisfies these requirements. It is due to the increased benefits from the Hirakud dam construction, Orissa is expected to export 5 lakhs tons of rice every year as surplus. In 1950 Orissa produced 60,000 tons of jute. Jute is really a very important thing in our economic life today. In 1955-56, the jute production in Orissa increased to 2,45,000 tons. Most of this jute goes to the jute mills of West Bengal and if they go through the port of Paradip, their transport will be most economical. Besides, there are valuable forest resources in Orissa including bamboos, timber and many other forest products which need export.

The most important exports from Orissa are iron and manganese ores. Orissa exports 4,01,295 tons of manganese ore and 18,82,117 tons of iron ore. Most of these valuable ores are exported to foreign countries and are very valuable foreign exchange earners. Japan is ready to import 2 million tons of iron ore every year from Orissa and it has been calcula-

[Shri Panigrahi]

ted that the export of these two million tons of iron ore would bring to our exchequer Rs. 11 crores of foreign exchange every year.

Let us look to the mineral production of Orissa. The latest survey in the year 1956 shows that Orissa produced in 1956, 17,70,373 tons of iron ore, 4,33,811 tons of manganese, 6,03,000 tons of coal, 45,748 tons of chromite, 11,177 tons of China-clay, 4,68,21,000 tons of salt, and 1,49,663 tons of limestone. Orissa's reserves of iron ore are, actual 2,282 million tons and potential 4,000 million tons. Orissa's reserves of manganese ore estimated to be 14 million tons. Besides iron and manganese, there are other valuable mineral resources also in Orissa which await exploitation.

The first survey which was made showed that the deposit of iron ore at Sukinda near Paradip would be about 70 million tons, but a subsequent survey revealed that the deposits will be 80 million tons. Sukinda is very near to Jenapur railway station and the Mahanadi canal system connects Jenapur with Paradip. Through the inland transport system, it will be very cheap to carry ores from the mines to the port side.

We must look to another important question also. The standard of living in Orissa is very poor and mostly the people depend on agriculture. During the year 1955, more than 50,000 people were employed in the various mines throughout the State. Naturally, the mineral bearing areas provide a source of employment and subsidiary income to the people. If this port is developed, naturally the people of Orissa will get their subsidiary source of income and they will be getting more of employment.

Let us look to the condition of the ports in India. Some of my friends have discussed it at length. I would just like to point out that

five major ports including Cochin handled about 20 million tons of traffic a year at the beginning of the first Plan. In 1955-56, the six ports, including Kandla, handled about 24 million tons of traffic. In 1956-57, the quantity of cargo handled by all the six ports including Kandla went up to 28 million tons and it is hoped that in 1957-58, it will increase up to 30 million tons. In succeeding years, as our development project is going on in different parts of the country, naturally, the cargo will go on increasing. Naturally another port in the east coast at Paradip, just as it was decided to have a port at Kandla in the west coast, would be very suitable for exports.

While explaining causes of congestion in existing ports, the Chairman of the Bombay Port Trust said, "there is a physical limit to the cargo-handling capacity of the port". Even our hon. Minister, Shri Raj Bahadur, himself once said, "Calcutta has been asked to bite off more than she can chew." I am just quoting his observations. The existing ports have got their physical limitations. The Chief Engineer of the Madras Port Trust said cargo meant for Delhi and other distant places was landed in Madras and the growth of the ore traffic has created a new problem. Port of Madras Enquiry Committee under the Colombo Plan reports, "Within the last ten years, there has been a progressive and rapid increase in the export of ores, the tonnage for 1956-57 being 463,422 tons of which 313,986 was iron ore."

When we want to export more of mineral ores from our country, naturally Orissa is exporting more of iron ore and manganese ore and other ores. So, to relieve the congestion in the existing ports, in the interests of India, Orissa needs this major port at Paradip, which will really help build our economy in coming years. We have spent Rs. 15 crores in Kandla. Recently our Minister, Shri Raj Bahadur, mentio-

ned in the Rajya Sabha that at present there was very little traffic at Kandla. But if he looks at the reports and potentialities, he can find out that in Paradip, even at the beginning enough cargo is there for export. So, I will request our hon. Minister to kindly go through this matter.

I have also come to know that the State Government has gone and approached the Central Government to go through this matter. So, I think there need not be delay. Of course, the people of Assam agitated and got the second oil refinery. But if we agitate, we are advised not to agitate. When we appeal, our appeal is not listened to.

In the end, if there is no other way, I may appeal to the hon. Minister, if he is a pious man, to visit Puri. Lord Jagannath is there. Let Lord Jagannath prevail upon him to look into this case of Orissa and take the initiative in having this major port.

**Shri Supakar (Sambalpur):** May I know what time the Minister will take for reply?

**Mr. Speaker:** Immediately after Shri Raghunath Singh, I will call the Home Minister.

**श्री रघुनाथ सिंह (वाराणसी) :** अध्यक्ष महोदय, मैं अपने मित्र सुपाकर जी को हृदय से धन्यवाद देता हूँ कि शिपिंग के सवाल को उन्होंने एक बार फिर इस हाउस के सम्मुख उपस्थित किया है। उन्होंने तथा मेरे मित्र पाण्डित्यही जी ने आंकड़े पेश करके यह सिद्ध करने की चेष्टा की है कि पैरादीप में एक अच्छी पोर्ट होनी चाहिये। यदि आप हिन्दुस्तान के मानचित्र को देखेंगे तो आपको पता चलेगा कि हिन्दुस्तान में जो १४ स्टेट्स है, उनमें से ७ स्टेट्स तो लॉन्ग लीग स्टेट्स हैं और बाकी सात स्टेट्स ऐसी हैं जिनको सी कोस्ट स्टेट्स कहा जा सकता है। इन सात स्टेट्स में से छः स्टेट्स ऐसी हैं जिनके पास

अच्छी पोर्ट्स हैं, मेजर पोर्ट्स हैं और एक उड़ीसा ही ऐसी स्टेट्स है जिसके पास कोई मेजर पोर्ट नहीं है। इस वास्ते इस सदन को सद्भावना तथा सिम्पैथी के साथ उड़ीसा के केस पर गौर करना चाहिये और कोशिश करनी चाहिये कि उसके पास भी एक अच्छी पोर्ट हो जाय।

लेकिन सवाल यह है कि यह प्रश्न किस तरह से हल हो सकता है। मेरे मित्र द्विवेदी जी ने इम्पीरियलिस्ट शब्द का प्रयोग किया है। मैं उनको बतलाना चाहता हूँ कि जब भी इस सदन के सम्मुख पोर्ट्स का प्रश्न उठा है किसी ने भी इसको अपोज नहीं किया है और इस शिपिंग के मामले में कभी दो मत नहीं हुये हैं और अपोजिशन वाले तथा इस पार्टी वाले सभी मेम्बर इसके बारे में सहमत हुये हैं। शिपिंग के काज को सब लोगों ने एक मत से सपोर्ट किया है, इसका समर्थन किया है। मैं आपको यह भी बतलाना चाहता हूँ कि शिपिंग के मामले में भारतवर्ष में पिछले दो तीन वर्षों में जितना काम हुआ है उतना शायद संसार के किसी दूसरे मुल्क में नहीं हुआ और दूसरे किसी मुल्क ने इतनी तरक्की नहीं की है जितनी तरक्की भारत ने की है।

**Shri Nath Pal:** That is an exaggeration.

**श्री रघुनाथ सिंह :** मैं इसको प्रूव भी कर सकता हूँ। इसके साथ ही साथ आपको यह भी मालम होना चाहिये कि शास्त्री जी तथा राज बहादुर जी ने हमें गंगा ही इस प्रश्न पर बड़ी हमदर्दी के साथ, सज्जनता के साथ विचार किया है और इस काज को बहुत धागे बढ़ाया है। ऐसी सूरत में यदि हम उनकी तारीफ नहीं करेंगे तो हम उनके प्रति अन्याय ही करेंगे। यदि किसी सज्जन को हम-सज्जन नहीं कहेंगे तो यह हमारे लिये,

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अनुचित ही होगा। इससे उसके हृदय को ठेस लगेगी। इस वास्ते हमें उन्हें उत्साहित करना चाहिये और उनसे कहना चाहिये कि ये पोर्ट्स के काज को और भी प्रागे बढ़ायें।

यहां पर आज इस हाउस में जो ध्यूरी एडवास की गई है और जो तक उपस्थित किये गये हैं कि उड़ीसा में जापान आयरन और खरीदेगा और उसको सहूलियतें पहुचाने के लिये वहां एक पोर्ट का होना बहुत प्राग्श्यक है। यही ध्यूरी है जो आपने एडवास की है।

श्री नाथ पाई (राजापुर) : तरक्की होगी। व्यापार बढ़ेगा, लोग खुशहाल होंगे और कई दूसरे काम होंगे।

श्री रघुनाथ सिंह : आपने यह कहा कि आपके पास कोई मेजर पोर्ट नहीं है। मैं चाहता हू कि आपके पास कोई पोर्ट हो और इमका में समर्थन करना हू। लेकिन आपको इस मथाल पर दूसरे ही एंगिल में गौर करना चाहिये। आज आपने इमको प्रान्तीयता के एंगिल से देखा है। आपको इस प्रश्न पर प्रान्तीयता के एंगिल में न देख कर तमाम भारतवर्ष के एंगिल से देखना चाहिये। आज हमको इस प्रान्तीयता के एंगिल को त्यागना चाहिये और उदार दृष्टिकोण अपनाना चाहिये। जहां तक पैरादीप का मवाल है वहां पर मेजर पोर्ट अवश्य ही होना चाहिये। लेकिन साथ ही साथ आपने यह कहा कि कांडला में इतना स्पया खर्च किया गया है और उससे कोई फायदा नहीं हुआ है। आपको मालूम होना चाहिये कि कांडला एक पोर्ट क्यों बना है। इमका जो बैंक-ब्राउड है वह मैं आपको बना देना चाहता हू। जब हिन्दुस्तान का विभाजन हुआ उस वक्त हमारे पास कोई पोर्ट नहीं थी। कराची की जो पोर्ट थी, यह हिन्दुस्तान के हाथ से निकल गई थी। ऐसी सूरत में यह हमारे लिये आवश्यक था कि हम कांडला की

पोर्ट को तरक्की दे और उसका विस्तार करे। हमारा जो इम्पोर्ट-एक्सपोर्ट होता है राजस्थान को, पंजाब को तथा काश्मीर इत्यादि को, वह इस कांडला पोर्ट के द्वारा करना हमारे लिये आवश्यक हो गया।

आपको यह भी मालूम होना चाहिये कि बम्बई में जो इतना कन्जेशन हो गया था उसका सब से बड़ा एक कारण यह भी था कि कांडला की पोर्ट अभी इस योग्य नहीं हुई थी कि वहां से हमारा इम्पोर्ट और एक्स-पोर्ट अधिक मात्रा में हो सके। दूसरी बात यह भी है कि कांडला में रेलवे लाइन नहीं है और जब रेलवे लाइन ठीक हो जायेगी तो बम्बई का जो कन्जेशन है वह कम हो जायेगा और इमका एक तलीजा यह भी होगा कि जो ट्रास्पोटेशन का खर्चा है वह कम हो जायेगा, वह चीप हो जायेगा।

मैं कहना चाहता हू कि यदि मेजर पोर्ट के स्थान पर आपने यह कहा होता कि उड़ीसा में मैकिड शिपयार्ड बने, विशाखापत्तनम की तरह से, तो आपकी जो समस्याये हैं वह हल हो जाती। पैरादीप में कम में कम सौ मील के पास आपकी अगर माइस है। वहां में अगर लोहा दूसरी जगह ले जाना होगा तो तीन मी, चार मी, छ मी और आठ मी मील दूर ले जाना होगा। आपका जो ट्रास्पोटेशन का खर्चा होगा वह बढ़ जायेगा। इस वास्ते आपको जो ध्यूरी एड-वास करनी चाहिये थी वह थी कि आपके यहाँ मैकिड शिपयार्ड हो और जो मैकिड शिपयार्ड बने वह उड़ीसा में बने, पैरादीप में बने। इममें आपके पास एक पोर्ट भी हो जायेगी। लेकिन आपने तो यह कहा कि क्यों विशाखापत्तनम की तरक्की की गई है—

Shri Surendranath Dwivedy: He is misrepresenting the whole thing. I said that railways would be developed in Orissa. At the same time, I said that while some attention

was paid to West Coast and Kandla was developed, in the east coast attention has not been paid.

**श्री रघुनाथ सिंह :** प्रापको मालूम होना चाहिये कि जहाँ पर पहला शिपयार्ड बना विधासापत्तनम में, उसके लिये यह आवश्यक था कि वहाँ पर उस पोर्ट की हम तरक्की करें। इसका कारण यह है कि जहाँ पर शिपयार्ड बनाया जाता है वहाँ पर मेजर पोर्ट का होना, मेजर हार्बर का होना आवश्यक होता है। यह वजह है कि उसकी तरक्की की गई है। इस वास्ते में कहना चाहता हूँ कि अगर सैंकड शिपयार्ड के वास्ते हम सब लोग सहमत हो गये होते, और उसके वास्ते हम सब लोग जोर डालने और कहने कि वह महानदी के पाम हो तो इससे सारे हिन्दुस्तान का उपकार करते में राज बहादुर साहब ने कहेंगे कि वह इस प्रश्न पर सहानुभूति के साथ विचार करे। पॅरादीप का जहाँ तक मवाल है वहाँ पर अच्छी पोर्ट होनी चाहिये, मेजर पोर्ट होनी चाहिये। हिन्दुस्तान में जितनी अधिक पोर्ट्स होंगी, उतना ही अच्छा होगा जितने अधिक शिपयार्ड हिन्दुस्तान में होंगे उतनी ज्यादा तरक्की हिन्दुस्तान की हांगी।

अन्त में मैं इतनी ही प्रार्थना करना चाहता हूँ कि मंत्री महोदय पॅरादीप के प्रश्न को सद्भावना के साथ सोचें, उस पर गौर करे और शीघ्र से शीघ्र उसकी उन्नति करने की कोशिश करे।

**Shri Raj Bahadur:** I think that there was no occasion for any heat to be generated in the discussion of the question before us. Let us all be agreed that our country should have as many major ports as it requires. Let it be agreed that each one of the States and the regions of the country should be served by a good port.

The question before us is, taking first things first, keeping in view the requirements of the various regions, what priority shall we attach to the

development of the various ports, major or minor. We know that when the country was divided, we were left with but five major ports, three on the east coast and two on the west coast. As advised by a committee which was set up long ago, in about 1947-48, Kandla was proposed to be developed. And I can say without any fear of contradiction, and I believe I am voicing the feelings of this House when I say that the development of the port of Kandla and the beautiful township of Gandhigram has been a tribute to the sacrifice, labour and industry that has been put up in by those brethren of ours, who were displaced from Sind and on whom it fell to come and build Kandla. It is a tribute to free India and we should all feel proud of it. As far as other major ports are concerned, there is a plan of development for each one of them and we are developing those ports accordingly.

In regard to minor ports, as was decided by the Constituent Assembly, under the provisions of the Constitution minor ports are the concurrent responsibility of the State Governments and the Centre. Centre is essentially charged with the upkeep, maintenance and development of the major ports and the minor ports are essentially looked after by the State Governments.

**An Hon. Member:** What about intermediate ports?

**Shri Raj Bahadur:** Minor ports and intermediate ports are more or less on the same footing. So far as their development is concerned.

**An Hon. Member:** What is your definition of a minor port?

**Shri Raj Bahadur:** I think the definition depends on the volume of traffic, the cranes, equipments and so on. There are so many factors which come in.

So far as this question of the development of Paradip is concerned, it is not the first time that it has figured

[Shri Raj Bahadur]

before us. As early as 1950, the question was first raised and a committee was appointed. As has been pointed out, a team of French consultants went into the whole question and they gave their opinion.

I will just briefly recapitulate the history that is behind it. They examined the three estuaries named, namely, of the rivers Devi, Mahanadi and Chamra and they came to the conclusion that in view of the large iron ore deposits, the Mahanadi estuary may be developed as a port and so Paradip may be developed for the export of ore. During the course of the First Plan, this project could not be included in the plan mainly for three reasons. Firstly, model studies were being made at Poona and other places; secondly, because of paucity of funds and thirdly, because, it was considered that Vizagapatam next door with rail and road connections being quite adequate there, should be utilised for the export of iron ore.

The problem of development of Paradip into major port of the State of Orissa being provided with a major port, is essentially limited or governed by a factor, which is not in the control of anybody. It is that we have got on one side the port of Vizagapatam in the south and on the other the port of Calcutta in the North-east. These two ports being there, naturally, they serve the region. They have got a well developed hinterland. It can hardly be doubted that the hinterland behind the Paradip port is yet to be developed. Industries have to be developed. Transport and communications have to be developed. Before a requirement is actually felt for the development of a major port the question of developing Paradip as a major port or a full-fledged port hardly arises. That is the whole case. It is governed by certain economic considerations and factors over which nobody has got any control.

So far as we in the Ministry of Transport and Communications are concerned even in the First Plan, an allotment of Rs. 7.3 lakhs was made for this purpose to the State Government. In the Second Plan, as well, a provision has been made for Rs. 21 lakhs. Provision has been made for hydrographic survey as also for model experiments. Paradip has to be developed, to begin with, in two phases. Firstly, the essential facilities for minor ports, that is the facilities that are required for a minor port have to be provided there. Secondly, when the first phase is over, the stage will come when it may be considered for development as a major port. Before that, it is not possible.

For the purpose of development of this as a minor port, we require the following things which are included in the Plan: construction of jetties, Quay walls for the lighters, purchase of cranes, trolleys, water supply, electricity, navigational aids, road approaches to the port, etc. In addition, a provision of Rs. 1.2 lakhs which is carried over from the First Plan exists for the purchase of a survey vessel. These works have yet to be gone through before we come to a stage where we can assess the potentialities of the port of Paradip.

**Shri Panigrahi:** How much will these cost?

**Shri Raj Bahadur:** The total comes to Rs. 21.2 lakhs. The provision is already there. I should say, let us go ahead with this, let us find our feet, as to how much we should invest here. Because, the paramount consideration in such matters is always whether the required volume of traffic is emanating from the region or not. If the required volume of traffic is not emanating from the region, it will not be good economy to invest large sums of money to develop the port and then perhaps find that all that investment was not needed. It was just being observed by Shri Panigrahi on the other

side that we are not getting a good volume of traffic even for Kandla. To a certain extent, that is right.

**Shri Surendranath Dwivedy:** That difficulty will not arise in Orissa.

**Shri Raj Bahadur:** More was assessed or anticipated in respect of Kandla because all our imports from the west can very well come to Kandla. Our food ships can come to Kandla, but there is the question of ten per cent. surcharge on freight, and therefore, Kandla does not attract the volume of traffic it should normally do. The result has been that from 7th August—I may take the House into confidence—two berths have been vacant by and large on an average. So, that is how matters stood.

Supposing we rushed with our plans for the development of Paradip as a major port without caring for the volume of traffic that might ultimately emanate from this region, without waiting for its development as an industrial area, or without the proper harnessing of its resources, without proper development and transport and communications, the result might be more or less similar.

Then, there are some ports also on the same coast which are competing. I should say vitally, with Paradip. Kakinada, for example, offers, I think, quite good facilities as a minor port even now, because I know when Vizag was suffering from congestion, some ships had to be diverted not to Paradip but Kakinada, and it came in so handy for us that.....

**Shri Surendranath Dwivedy:** Because Paradip was not even developed as a minor port.

**Shri Raj Bahadur:** Therefore: I think I will do well to recapitulate the history, because that will show what we have done already, and what we propose to do. I am glad that my hon. friend Shri Panigrahi appreciated that the Central Government in the Ministry of Transport and Communications had done everything it

could to encourage the development of Paradip as a port for Orissa.

I will briefly recapitulate the steps taken so far. The Orissa Government was asked to arrange trial runs of lighters because the ships had to stay in stream far beyond the port, and therefore, the lighters have got to go and cross the various sandbars. That arrangement was made, and to make that arrangement also, the Government of India came forward with a loan assistance to the Government of India to the tune of Rs. 50,000 for the purchase of lighters. It was reported that these trial runs were successful.

**Shri Panigrahi:** Have the lighters been purchased by them?

**Shri Raj Bahadur:** We are told the trials have been successful. Our loan assistance is there. The Orissa Government were informed after the trials proved successful that we have no objection now to the extension of the application of the Indian Ports Act, 1908 to the port of Paradip, which will enable the Ministry of Finance to extend the application of the Sea Customs Act also. These are necessary stages and steps through which each one of the ports has got to go before it can come to full development.

As I said, we provided loan assistance of Rs. 7.3 lakhs on concessional terms to the Orissa Government during the First Plan for model studies at Poona. Another Rs. 2.46 lakhs have been agreed to be given for similar purposes for the year 1957-58. Apart from that, we also allowed the State Government to enter into some sort of contract with some Japanese firms for the purpose of survey and investigation of this port, which they did. My friends may be aware that with Messrs. Kanisata & Co., of Japan there has been an agreement entered into by the Orissa Government, and these people are now engaged in survey and investigation operations. This was in 1956.

[Shri Raj Bahadur]

In July 1957 the State Government suggested a composite scheme by which they wanted us to allow them the exporting of the ores without the usual charge of 7½ per cent. on exports. This was considered, and I can only say that the result would be known in a short time.

On 26-8-57, very recently, a decision has been taken that because the trial runs of lighters are successful, the State Government might now be asked to prepare estimates for two schemes: one project under which the port capacity may be about 50,000 tons; the other for 3 lakh tons. These schemes are yet to be prepared and formulated in all their details, and they have got to be submitted and examined.

Let us, however, see what the Japanese team which is here has got to say for this port. The Japanese team have advocated the operation of this port only as a roadside minor port, and not as a major port. Even those who are vitally interested in the export of iron ore to their country from our country say that it should be developed only as a roadside minor port for the time being, and therefore, we cannot go much further than that. The scheme which they have submitted to us, also costs about Rs. 8.6 crores and is for a minor port only, and not a major port.

18 hours.

So, it is against the background of all these facts that we have got to consider the whole question. It is obvious that in these circumstances the resolution as it is worded can hardly be accepted by us. We are interested in the development of Paradip as a minor port, as an intermediate port, and as a good outlet for all that Orissa produces. We are sure that in course of time, like other minor ports, this will also grow, because the demand for the development of minor ports into

intermediate ports and of intermediate ports into major ports is growing from day to day. On the west coast, from the Gujarat-Kathiawar coast up to Bombay, and then south of Bombay, and then from Cape Comorin up the eastern coast, there are quite a number of ports which are lying with one another for development, if I may say so, for supremacy over one another in this race for development. In the north, we can think of Okha. Then, we can think of Seeka, Karwar, Bhatkal and Mangalore; we can think of Tuticorin; on the eastern coast, we can think of Kakinada; we can think of Paradip and Geonkhali. We have also to take note of the opinion that might be given in this behalf by the World Bank team that came recently. They have asked us to go cautiously, because they think that the Calcutta region is very well developed as a hinterland. They feel that the Calcutta region does require a deep sea port, which can hold ships with a draft of 38 feet.

The development of a Paradip here, or a Kakinada there, and Tuticorin in the far south, and then to develop a port for holding ships of that much draught in the Calcutta region—all these will have to be vetted by my hon. friend Shri B R Bhagat and by his senior colleague in the Ministry of Finance.

I have placed all my cards before the House, and I can assure my hon. friends as the side opposite that with all the sympathy and all the respect that we have got for this land of Jagannath, with all its beautiful forests, its art and culture, with its Konarak, Udaigiri, Lalitgiri and other places, and its people above all, we can have none of the imperialistic motives that our friend Shri Dwivedy attributes to us. I would not like to reply my hon. friend in the same terms in which he has spoken. He always thinks in terms of agitation.

Shri Surendranath Dwivedy: I wanted to avoid it.

**Shri Raj Bahadur:** I think what we need to avoid to-day in this country is this agitational approach to each and every question. What we need is a harmony of hearts, so that we can think together in a peaceful and calm manner about the problems which confront us. We may belong to the north, but we very well know that our destinies are linked up. In unity, and in harmony and unison of ideas and ideals alone lies the key to prosperity and plenty in our country.

**Shri Rameshwar Tantia:** May I now move my resolution. I beg to move....

**Mr. Speaker:** I thought the hon. Member wanted to speak on this. Now, I call upon Shri Supakar to reply. I shall come to the hon. Member's resolution later

**Shri Supakar:** Can Shri Mahanty reply?

**Mr. Speaker:** How can another hon. Member reply?

**Shri Mahanty:** I shall just speak on this resolution for a minute or two.

**Shri Raghunath Singh:** The time is up.

**Mr. Speaker:** I agree. Does Shri Supakar not want to reply?

**Shri Mahanty:** I want to speak for two or three minutes, and Shri Supakar can take the rest of the time

**Mr. Speaker:** All right. I shall allow three minutes for Shri Mahanty.

**Shri Mahanty:** I had no intention to speak at the fag end of the day. But I have ventured to enter a caveat against what the Minister has just now stated, and against what an hon. Member from the Congress Benches has spoken, namely that we are confusing the issue, and we are importing the issue of provincialism into a

technical question, and secondly, regarding the assurance that the Minister has given about the future development of Paradip port.

I have not a shadow of doubt in my mind that what the Minister has just now said will release a wave of disappointment and disillusionment amongst fifteen million people. I need not go into the genesis of this question. The Minister has paid such high encomiums in lyrical terms to Kandla.

The House ought to know that we have spent Rs. 14 crores during the First Five Year Plan on Kandla port and yet today all the Ministries of the Government are combining together to keep that port alive. From January till April, we have only been able to manipulate a traffic of 2 lakh tons.

**Mr. Speaker:** Why should we deprecate Kandla port?

**Shri Mahanty:** That has been a misinterpretation of what I said. I the argument of the hon. Minister with regard to Paradip has been that in Paradip there is no developed hinterland, no cargo and no traffic. Therefore, he has advised caution. But may I ask him what has happened to Kandla?

**Shri Raj Bahadur:** I think that is a misinterpretation of what I said. I said that it had to be developed

**Shri Mahanty:** Since the time at my disposal is very short, I need not go into that. But I say here you have got a developed hinterland. It is going to be developed mainly as an iron ore port. We had asked for a major port and the hon. Minister says that they are going to give a grant of Rs. 21 lakhs. Is this going to satisfy the people? If this is not step-motherly attitude towards an under-developed area, I do not know what it is. I would better leave it to his own conscience than to anything else.

**Mr. Speaker:** Shall I put the amendment?—I understand he is not pressing it.

The amendment was, by leave withdrawn.

**Mr. Speaker:** Now I shall put the original Resolution to the vote of the House. The question is:

"This House recommends that Government should provide a major port at Paradip on the Orissa Coast in the Second Five Year Plan period."

The motion was negatived.

**Shri Mahanty:** On a point of order. We have not pressed for a division on this. We want to withdraw it.

**Mr. Speaker:** It is as good as lost. He is too late. Shri Supakar should have risen immediately and asked for permission to withdraw the Resolution.

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RESOLUTION RE: COMMITTEE TO  
REVIEW WORKING OF SCHEDULED  
BANKS FOR PURPOSE  
OF NATIONALISATION

**Shri Rameshwar Tantia (Sikar):**  
I beg to move the following Resolution:

"This House is of opinion that a Committee consisting of Members of Lok Sabha assisted by financial experts be constituted to examine the working of Scheduled Banks in India for the purpose of nationalisation".

**Mr. Speaker:** The hon. Member may continue his speech next time.

The Lok Sabha then adjourned till Eleven of the Clock on Saturday, the 14th December, 1957.