

[Mr. Chairman]

The question is:

"That Clauses 6, 7 and 8 stand part of the Bill."

The motion was adopted.

Clauses 6, 7 and 8 were added to the Bill.

Mr. Chairman: The question is:

"That clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Long title were added to the Bill.

Shrimati Tarkeshwari Sinha: Sir, I beg to move:

"That the Bill be passed."

Mr. Chairman: The question is:

"That the Bill be passed."

The motion was adopted.

15.22 hrs.

MOTION RE: REPORT OF INTER-MEDIATE PORTS DEVELOPMENT COMMITTEE

Mr. Chairman: Now, we will take up the next item, the No-Day-Yet-Named motion by Shri T. B. Vittal Rao and others.

Shri T. B. Vittal Rao (Khammam): Madam Chairman, I beg to move:

"That this House takes note of the Report of the Intermediate Ports Development Committee, laid on the Table of the House on the 9th September, 1960."

The Committee was appointed in March 1958. The report was submitted to Government some time, as published in this report, in April, 1960. Several months after the report was submitted to Government, they thought it fit to lay it on the Table of the House

on 9th September, 1960. Even then the Government's decision on the recommendations is not known. It is still in the consideration stage and, probably, some discussions are going on between the Ministry and the Planning Commission. But I welcome the decision of Government at least to appoint this committee because all the while emphasis was being laid on major ports and the development of major ports. Only when they saw a few years ago that due to congestion at these major ports they have to pay heavy demurrages they just thought of developing some minor ports and appointed this committee.

15.24 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

The idea of developing these minor ports is very good because the major ports which we have already reached the optimum—the saturation point. And, whatever alterations or additions we can make will not be of great help. Even for developing the handling capacity of the various major ports in the country, for increasing their handling capacity, several other ancillary works have to be undertaken. For instance, if the capacity of the Madras port has to be increased by adding a berth or two, for handling the iron ore traffic for export, you will have to double the railway line between Guntakal and Madras, which would again entail huge expenditure.

Another important point which has come to the fore is the export market for our iron ore. As stated in the Report, the Japanese steel industry wish to buy enormous quantities of iron ore. Then there are the East European countries and some other buyers from the western countries. It is estimated that we would be in a position to export 9 million tons of iron ore annually by the end of the Third Plan period, that is 1965-66. This 9 million tons would be, I think, on the conservative side. This cannot, by any stretch of imagination, be said to

be an exaggerated figure because, to cite one simple instance, only the other day, I read a statement by the Commerce and Industry Minister, Shri Lal Bahadur Shastri that the Rumanian Government has offered to purchase 1 million tons of iron ore from India but that he was not in a position to accept it because of the lack of capacity of transport inside the country and the export from the ports. That shows to what extent we can earn foreign exchange by exporting. The figures that have been given both in the Report as well as by the State Trading Corporation are on the low side. If we really think seriously of importing iron ore, I think, we can find a market for greater quantities of iron ore.

In this context, I submit that certain intermediate ports have to be developed into major ports—all-weather ports. First, I make a brief reference to the port of Kakinada. This is an important port in the State of Andhra Pradesh. Natural and favourable conditions exist for the development of this port into a major one. In the Report itself, it is stated that this port should be developed with a view to handle 4 lakh tons annually. I am afraid this port should be developed into major port. This port is very well connected by road, rail and canal. It is one of the few ports which are well connected.

I know tobacco from Bhadrachalam and beyond, for export is transported by means of country boats on the river Godavari up to Cocanada port. Tobacco is one of the important commodities for export from this port. Oilseeds and groundnut are also exported from this port. It is said that if the fertilizer factory at Kothagudam is commissioned, we will have to import 50,000 tons of rock phosphate. There is added importance to this port in view of the fact that the Vizag port is going to be still further heavily congested. Why? It is because the Vizag port has become already the

headquarters of various constructions including the Dandakaranya Project—Baladilla-Kothavalsa a distance of 310 miles. If certain materials required for this rail link is again brought through the Vizag port there will be congestion. We have known in the past what happened when the plant and machinery for the Bhilai steel project were brought to this country. They could not be unloaded at the Vizag port. Therefore, they were diverted to Calcutta. The ships could not be unloaded even at Calcutta because the Calcutta port was also congested. The result was that a heavy demurrage—I do not know the exact figures—running into some crores of rupees had to be paid.

Therefore, with a view to serving this area and to cater to the iron ore traffic from the Bellary-Hospet region and also the iron ore that has to be got from Khammam-Warrangal District in Andhra Pradesh, this port has to be developed. I know that in the report it is an absolutely underestimate which the committee has made about the iron ore deposits obtaining in the Andhra Pradesh region. I come from that place. I know how much iron ore is available there. I see how much iron ore is lying at the station yard. Whenever I ask them as to why so much iron ore is being stacked at the railway station yard I am told that there is no proper port capacity to export the iron ore. I am also told that in this very region where geological survey and geological mapping has not been properly done there are enormous possibilities of increasing the output of iron ore. The only thing mentioned here is about Jaggayyapet, that the iron ore deposits have been rapidly depleted. But, unfortunately, the iron ore that is available in Khammam and Warrangal have not been taken into consideration.

There was a proposal by the State Trading Corporation to export not less than five lakh tons of iron ore from this area. For that purpose they

[Shri T. B. Vittal Rao]

wanted to construct a road link from the mine area to Bhadrachalam so that from there they can take the iron ore by country boats to Kakinada for being shipped to the various countries. I do not know why that proposal was not mentioned before the Committee. For a long time, various marine exports and other technical consultants have said that Kakinada port can easily be developed into a major port.

One point which has not been taken into consideration at all is the possibility of export of coal from Singareni collieries to Ceylon. Ceylon purchases about one lakh tons of coal from India annually. This coal from the Bihar-Bengal region is sent through Calcutta to Ceylon. If Singareni collieries enters into this export market, which is a public sector company, then these one lakh tons of coal could easily be transported to Kakinada port and from there shipped to Ceylon. This possibility has not been taken into consideration by the committee.

I would only refer to a resolution moved in the Council of States some years ago by Shri M. Thirumala Rao urging upon the Government that the port of Kakinada should be developed into a major port. I submit that this fact should be taken into consideration very seriously by the Government and they must see that this Kakinada port is developed into a major port. There should be a channel dug 400 ft. wide and 40 ft. deep for a distance of four miles. They should also provide six berths at an estimated cost of Rs. 5 crores to Rs. 6 crores. Then, I am sure, this port will be able to handle all the iron ore traffic and even the export of coal to Ceylon instead of sending coal from the Bihar-Bengal region through the port of Calcutta.

Then I come to the question of development of Mangalore as an all weather port. I am sure my hon. friends from Mysore State will elaborate that point. I want to mention only one thing. Unless the Mangalore port is developed it will not

be possible to export our iron ore. We are supposed to export 9 million tons of iron ore to foreign countries. The rich iron ore deposits that are there in the Sandu region could be easily sent. What is happening today is, the mine owners are finding it difficult to develop these mines to their full capacity because of the transport bottleneck both at Guntakkal where transshipment becomes difficult. Then, if you take it to a further distance by road the trucks cannot go beyond a certain point. Therefore, we are not only impeding our exports and thereby earning foreign exchange but we are also impeding even the development of the mines which are rich in iron ore content and which will find a ready market in the various foreign countries. I know how the mine owners find it difficult to transport their iron ore. I have seen heavy stacks of iron ore lying at Gooty and Guntakkal stations on the Madras section. Similar is the case at various other stations. I do not know why still a decision has not been taken with regard to Mangalore. When the former Mysore Government was there, they had a plan to develop a port all by themselves. That was somewhere near Bhatkal—my hon. friend Shri Imam will be able to tell more facts about this. The only trouble is, if this Mangalore port is developed into a major port we will have to link up Mangalore with Hassan, a metre gauge link, which will hardly cost about Rs. 4 crores to Rs. 5 crores—a rail link of about 120 miles. Therefore, it is an integrated project. If this project is taken up and completed, we can earn more foreign exchange and also export more iron ore.

Lastly, I come to Tuticorin. I need not say much about this because the hon. Minister himself knows much more than what I do. But I only wish to emphasise one fact, that the Tuticorin port project was also an integrated project. It was linked up with the development of Sethusamudram project. If the Sethusamudram project and the development of Tuti-

corin port is taken up, it will go a long way in easing the transport difficulties obtaining there.

In conclusion, I would urge upon the Government that the Kakinada port should be developed, not as stated in this report but into a major port spending at least Rs. 5 crores to Rs. 6 crores. I would also urge that the development of Mangalore port should be taken up without delay and the Tuticorin-Sethusamudram project should also be taken up and completed early.

Mr. Chairman: Motion moved:

"That this House takes note of the Report of the Intermediate Ports Development Committee, laid on the Table of the House on the 9th September, 1960."

Shri Mohammed Imam (Chitaldrug): Mr. Chairman, I wish that the Minister of Railways and the Minister of Commerce and Industry also were here, because this problem is intimately connected with their Ministries also. I have read the report of this Committee with great care and it is my duty to pay them my tribute for the good work they have done. They have gone into every aspect of the matter and they have given very cogent reasons as to why, how and where these intermediate ports should be developed.

India has a coast-line of nearly 3,500 miles, but the number of ports, both major and minor, is very inadequate when compared to the western and other advanced countries. A judicious and equitable distribution of ports is needed if the country has to advance as a whole. I shall confine myself to the development of ports so far as Mysore is concerned while I agree with Shri T. B. Vittal Rao that ports on the east coast also like Kakinada and the rest must also be developed.

As was pointed out by Shri T. B. Vittal Rao, it was a long-cherished ambition of Mysore State, even before

the States Reorganisation Act came into being, to have a port of its own. Bhatkal was then thought of. Sir M. Visveswarayya and other statesmen who followed him tried their best to see that Bhatkal was developed as a major port. But due to various reasons that scheme could not be pushed through. Then there was the States reorganisation and we, to our good fortune, acquired a coastal territory, a coastal strip, of more than 200 miles with two undeveloped ports at Mangalore and Karwar. Since then we have been urging on the Government of India to take immediate steps for the development of these ports. It is true that a number of committees have been appointed. There was the Hoffman Committee which recommended the development of these ports. Then there was the West Coast Major Port Development Committee which recommended the development of certain ports. And now there is the report of this Committee. But unfortunately all these recommendations have been shelved and put aside and the position remains the same. I am afraid that the report of this Committee also will go into cold storage.

Nature has endowed this country with rich mineral deposits and iron ore is the most important of them. Iron ore is found mainly in two areas: Bihar and Orissa and in the adjoining States. It is also found extensively in the State of Mysore including Bellary and Kemmanagundi and roundabout Bhadravati. The ore found in these areas is also of a very high grade, and there has been a demand from many countries, and many countries have entered into agreements with us to purchase our iron ore. So, India has now become the main supplier of iron ore to countries both in the east and in the west. Japan has placed orders for a considerable quantity—for over six million tons.

Mr. Chairman: There are about 13 hon. Members who have expressed their desire to speak. The time allotted is only two hours.

Shri P. K. Deo (Kalahandi): I also want to speak.

Mr. Chairman: It is absolutely impossible. There are 13 hon. Members who have already sent their chits. So, I would request hon. Members to confine their remarks to the most essential points which they would like to underline. Then, we would be able to hear almost all those hon. Members representing different States.

Shri Mohammed Imam: I am one of the Movers of the motion.

Mr. Chairman: I know, and that is why I have called him earlier.

Shri Mohammed Imam: I require some indulgence about these matters because a port is the life-blood of our State, and we are intimately connected with the Mangalore port which is very important. That is why I crave your indulgence to give me more time.

Mr. Chairman: I shall give the hon. Member ten minutes. The Mover of the motion has not been given more than 14 minutes. All other hon. Members will kindly confine their remarks to seven or eight minutes each.

Shri Raghunath Singh (Varanasi): I would require only five minutes.

Mr. Chairman: The hon. Member's name is not with me.

Shri Raghunath Singh: I am sending the chit.

Shri Mohammed Imam: So, five minutes have been lost now! I was referring to Japan. Japan is one of our main importers, and it gets all the ore from the ports on the eastern side. Apart from Japan, many countries from Europe including Czechoslovakia, Poland, Rumania, Italy, etc. have all placed orders or are intending to place orders with us, and they have made one condition in order to save the oceanic traffic freights, they insist that the ore must be supplied from a western port. Secondly, they also insist that the port facilities at Karwar

and Mangalore must be such that they can berth heavy vessels which can carry large quantities of the ore, say, at least vessels of 14,000 tons. Another advantage which they offer is that they are prepared to go into negotiations and purchase low grade ore roundabout Mangalore. Otherwise, there would not be any purchase from that side.

Now, how is the ore moved from Bellary-Hospet area and from the Kemmanagundi area? Bellary and Hospet are within 200 miles of the Karwar port and about 280 miles from Mangalore port. But for want of railway facilities and due to various other disadvantages at the ports of Mangalore and Karwar, the ore is to be moved to Bombay which is 500 miles away or to Cuddalore which is far away—though I do not grudge Kakinada—or to Madras which is 350 miles away or to Cuddalore which is also about 400 miles away or to various other ports which are far away. As compared to these ports, there are ports which are immediately situated, within the vicinity of the mining area such as Karwar which is 180 miles from the Bellary-Hospet area which supplies nearly six million tons of ore, and Kemmanagundi and Bhadravati are only 100 miles from Mangalore port. Yet, we have to send the ore to a distance of more than 400 miles. We can imagine what is the cost. The transport cost alone will come to nearly Rs. 30 a ton, whereas if the same ore is sent to Mangalore or Karwar, the cost can be reduced by nearly 50 per cent.

That is the situation. Now, what is to be done? The best way of diverting this ore to the nearest western port from which the western countries can purchase the ore, is to link up the railway system. The ore cannot be moved to these ports now, because the railway line, in spite of our repeated demands, has not been laid. I do not know whether the delay is deliberate or otherwise. From Hospet to Hubli, it is 82 miles, and there is a railway line in between. From Hubli to Kar-

war, it is 90 miles which has not been linked up by a railway line. We have been asking for a railway line to be laid from Hasan to Mangalore which is a distance of 130 miles, but that demand is being ignored persistently. That is why I say there is an attempt to force all this ore to be taken to far off distances, to other ports on the east coast, at the cost of Mysore. I must state very reluctantly that there has been a deliberate attempt—at least circumstances warrant us to say so—to divert all this ore to other—far off ports at the cost of the State of Mysore. I shall give only one or two instances. For example, only two rakes are provided between Karwar and Hospet and they refuse to provide more. But four rakes or six rakes are provided from Hospet towards Bombay and Madras. There has been a scheme to change into broad gauge the line from Hospet to Guntakkal. There is a scheme to introduce a double line from Guntakkal to Renigunta and from Bangalore to Jolarpet. There is also a scheme to add a third line from Ernakulam to Madras. All these schemes are with the deliberate object of diverting this ore towards the eastern coast and shut of the ports on the western side.

I know that the Rumanin Minister wants to conclude a deal for 1 million tons of iron ore. The Italian Government will soon send their delegation, but they insist that the ore must be delivered from the western coast, spread over five or ten years. But I understand the Planning Commission again insist that they must take delivery only from the eastern ports. On the other hand, if they supply only three railway links and develop the ports of Mysore, much of oceanic freights will be saved. A distance of thousand miles by sea will be saved and the cost will be less. I would just point out the advantages of these three railway links.

The three rail links are, apart from the Hassan-Mangalore line, a link connecting Karwar with Hubli, a link

connecting Kottur with Harihar and a third link connecting Raydurg with Chitaldrug. The first advantage will be there will be uninterrupted train connection to Mangalore. The distance between Karwar and Hubli will be only about 80 miles.

15:52 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

From the financial point of view also, it will be advantageous. Ore can be supplied to western countries from the port on the western side, provided the harbour to be created has a wharf of 30 feet draft. Also, this will be the only place where you can export low grade ore. If this facility is not created, you can never export low grade ore.

The scheme of providing double line from Madras Hospet to Guntakkal, from Guntakkal to Renigunta and a third line from Arkoram to Madras will cost us about Rs. 21 crores and the return will be only 3.5 per cent. On the other hand, it has been worked out by the Railway Board that the entire scheme of linking up Hubli with Karwar, Kottur with Harihar and Raydurg with Chitaldrug will cost only Rs. 19 crores and the return from the same will be 8.35 per cent, whereas the return from the other scheme will be only about 3.5 per cent.

The development of the port requires only Rs. 10 crores to Rs. 11 crores. By spending Rs. 10 crores, the net return will be about Rs. 45 lakhs. So, if the rail links I have mentioned are provided and if this port is developed, it will be very advantageous from the point of view of supplying ore to the west. It will be a remunerative one, because the cost is less and the return will be much more.

I must point out that the State of Mysore has been very badly neglected in the second Plan. There has not been a single new reservoir near any

[Shri Mohammed Inam]

major plant nor any railway link. Until the rail links I have mentioned, are provided and until Karwar and Mangalore ports are developed, the iron ore will remain conserved hereafter and we will not be able to export it.

Shri Supakar (Sambalpur): Mr. Deputy-Speaker, Sir, the Intermediate Ports Development Committee has rightly laid great stress on the importance of iron ore export. In chapter II, at para 2 the report says:

"Indian iron ore has increasingly become one of the major items of export trade. The geographical position of India enables her to become a base source of supply to the Japanese steel industry as well as to the developing steel expansion programme of the East European countries and Western Europe. The qualities of iron ore available for export are suitable for use in the open hearth as well as blast furnace. They compare favourably with the qualities available in other major sources like Brazil, Canada, Sweden, Chile and North and South Africa. India has considerable deposits, especially in areas where the prospect of setting up large steel plants are not immediate. For a period of ten to fifteen years at least, beginning from 1960-61, it should be possible to export very substantial quantities of iron ore in order to earn foreign exchange as well as to develop in the process, the transport and other facilities in the areas concerned."

It is well known that Orissa is the largest producer of iron ore in the whole of India. It has fed the Tata Iron and Steel Company for the last 50 years. It supplies and shall continue to supply ore to Rourkela and Durgapur. Orissa will supply from the Kiriburu iron mines iron ores to Rourkela and sufficient ore for export to Japan at the rate of 2 million tons

per year, through the Vizagapatam port. But Kiriburu is so close to Rourkela that though the stock of ore is very large, there is need of conserving the stock.

The Japanese are very much interested in the export of iron ore at Sukinda in Orissa. There is no likelihood of any big scale blast furnace or steel mill being located there in the near future and that area has a deposit of about 130 million tons of iron ore. Some of these ores are being worked at present and the average iron ore content is over 65 per cent. So, this area alone, if properly developed, can provide export for more than 50 years, if we have a programme of exporting 2 million tons of iron ore to Japan from this source. The proper and the nearest port for this export is Paradip.

Paradip was declared a minor port in January, 1958. We from Orissa have been pressing for its development into a major port since 1957 and though the Government of India have been extending help for its development, it is time the Government of India in the national interest took a more rapid stride for its development by giving it top priority in the development of this port.

Previously, I have pleaded more than once for conversion of Paradip into a major port. In 1951, the French expert mission which investigated the port problem in Orissa remarked:

"We consider that there is no question whatever that a great port can develop and thrive at the mouth of the Mahanadi river. It should be noted that to the advantages derived from cheaper inland water transport would be added the lower working and maintenance cost of such a port in comparison to those of the neighbouring ports. Indeed the cost of dredging and maintenance of the works would be much less than is the case at Calcutta where expenditure on dredging and upkeep is very high."

It is also well-known that the technical and engineering problems of developing this port has been examined by the Poona Research Station and the Japanese firm, Messrs. Kinoshita & Company Limited of Tokyo, have also carried out at the Institute of Industrial Science, University of Tokyo, model experiments on the Paradip Port, with very encouraging results. These studies indicate the feasibility of constructing an all-weather port in Atharabanki creek near the Mahanadi estuary which will combine the advantages of estuary harbour, as suggested by the French Mission, and a coastal harbour recommended by the Poona Research Station. The cost will be only Rs. 9.5 crores. I am glad that the Government of India is allotting Rs. 99 lakhs for the development of this port for the first priority works and Rs. 55.30 lakhs for the second priority works during the Third Five Year Plan, and I hope that this work will be completed long before the end of the Third Five Year Plan, and I thank the Ministry of Transport for the same.

16 hrs.

But there is, to my mind, the need and urgency of developing this port at a much quicker pace. I have spoken of the vast resources of iron ore of Orissa which only waits to be exported to earn the much-needed foreign exchange. If we could develop Paradip as early as possible, it could export iron ore alone to the extent of two million tons per annum, not to speak of other materials like manganese and chromium of which Orissa has abundance, but also agricultural produce like jute etc.

One very important reason for the urgency of developing Paradip as a major port is the congestion of Calcutta port and the difficulty faced by the Calcutta port on account of the gradual silting up of the river. It is a well-known fact that large ships cannot even now enter Calcutta port unless they drop a part of their cargo

on the way. Visakhapatnam port has also its limitations. And Orissa, the Cinderella State, has all along been neglected in the matter of development. Therefore, when India gets so much benefit out of the raw materials from Orissa, India has a duty to recompense it by making up Orissa's leeway in developing the port of Paradip.

It is a pity that the railways have not spared any money in the Third Five Year Plan for linking the Sukinda mines with the Calcutta-Madras railways—a distance of only 17 miles—which could have considerably reduced the cost of transport of iron ore from the mine to the port. But, I am sure, from the overall national interest, the Transport Ministry will prevail upon the Railway Ministry to find enough money to link Sukinda with Cuttack and Cuttack with Paradip by railways at an early date, so that not only ores could be transported cheaply from the mines to the port, but also relieve much of the congestion on railway goods traffic in the South Eastern railway, which they are at present facing.

It is a paradox that when one asks for development of port and commerce, the bogey of hinterland is raised. Without railways, a hinterland, however rich, cannot be developed, and when we ask for development of railways, they plead for want of funds. I am afraid it is time that a broader and more national outlook is brought to bear upon the overall development of the country. I am quite sure that if the railway communications, as stated above, are provided, and the Paradip port is developed early, it will pay back the investment in a very short period of time, because Orissa is potentially one of the richest, though one of the least developed, States of India.

Some hon. Members rose—

Mr. Deputy-Speaker: Shri Aurobindo Ghosal. I am calling four

[Mr. Deputy-Speaker]

sponsors of the motion from four different States.

Shri Raghunath Singh: Anyway, this side also should not be neglected.

Shri Goray (Poona): U.P. has no port.

Shri Raghunath Singh: But we are exporting and importing things.

Mr. Deputy-Speaker: They too are interested in ports.

Shri Goray: U.P. exports only politicians.

Shri Anurobindo Ghosal (Uluberia): Before I deal with the intermediate ports I would like to refer to the present condition of major ports. The major ports are at present neglected; that is to say, due attention is not being given to them in the matter of further development. Bombay being a sea port, it has got some advantages and most of the import trade is conducted by this port. The condition of the Calcutta port is the worst, and within the last 15 years its condition has deteriorated to a great extent. Before the second world war even ships of 16,000 tons could come to Calcutta. Even about 10 years ago ships of 10,000 or 12,000 tons could come to Calcutta port. Now the condition has deteriorated to such an extent that even ships of 6,000 tons cannot pass through it.

One of the reasons for this is that adequate numbers of dredgers are not provided. Recently the number of dredgers was increased from two to four. But, recently, after the sinking of one dredger, it has come back to three. Moreover, the up-to-date method of depositing the spoils outside the river has not yet been adopted. The Farraka Barrage for the supply of water has not yet been taken up. Naturally, what happens is that when even the major ports are being neglected they cannot serve the country and they cannot serve their full capacity and much of their capacity will remain unutilized. So,

our attempt should be, first of all, to utilize the working capacity of the major ports.

Regarding the intermediate ports, Government have appointed a committee which has submitted its report in 1960. The development of most of these ports is dependent on the export trade of iron ore. Government thinks that there is a reasonable prospect of 130 lakh tons of iron ore export a year by 1966-67, which is likely to go up to 150 lakhs tons a few years later. So, the main job of this Committee was to see that the capacity of intermediate ports is increased to export 150 lakh tons of iron ore.

The Committee reviewed the case of 19 ports and suggested necessary development in each case. After considering all aspects, the Committee has recommended development of Tuticorin and Mangalore in the category of first priority and Paradip and Porbandar in the category of second priority for developing them into all-weather deep draft ports. If we look into the details as mentioned in the Report, we find that they have got justification behind their recommendation, except in the case of one port, that is, Paradip. Because, Paradip has got immense possibilities. The total exports envisaged immediately after the commencement of export under the Baila-dilla project in 1966-67 in export of iron ores is expected to rise to 15 million tons per annum. This is, of course, besides 6 million tons of iron ore which is to be exported from Baila-dilla and Kiriburu deposits to be supplied to the Japanese steel industry through Vizag.

India has got a huge coastline and at least 8 States have sea outlets, e.g., West Bengal, Orissa, Andhra, Madras, Kerala, Mysore, Maharashtra and Gujarat. In my opinion, the Government should try to develop at least one port in each of the States in the beginning. This is not only for satisfying the psychological hunger for a port

because it has got other advantages; Firstly, the utilisation of the minerals will be made; secondly, it will help the States to develop their industries and much of their industrial disparity will be removed; thirdly, export trade will be intensified and, lastly, the cost of conveyance of commodities will be cheaper, the hinterland being contiguous.

The main hindrance in the development of a port is its railway link and road link with its hinterland.

Most of these intermediate ports have got no rail link and some of them have got no road link also. Then, the jetty, the docks and the workshop are the main minimum ingredients which are to be supplied for developing a port even of the category of an intermediate port.

Then, regarding Haldia—it is not included in this report—I may submit that whenever we raise the issue of Calcutta Port, we are always pointed towards Haldia. But I do not know what is the real purpose of the Government. Do they want to develop it? If so, will it serve as a subsidiary port to Calcutta or as an alternative port, or as a minor or intermediate port? I have no objection to the development of Haldia. But as there is no rail link like most of the other intermediate ports; so it will not be a very economic one because in developing the intermediate ports we must look into its possibilities also. Whether it will be economically sufficient or at least has got the prospects of economic sufficiency has got to be looked into.

What is happening in Calcutta? Shippers are afraid of Calcutta port. If any merchant has got to bring his cargo through Haldia, what has he got to pay? The charge per ton is Rs. 4 in Calcutta Port, whereas in Haldia the stevedoring charge is Rs. 7 per ton plus the carrying expenses by a lighter at the rate of Rs. 15 per ton. Thus the total amount comes to Rs. 22

per ton. The net increase per ton comes to about Rs. 18. So the financial aspect has got to be considered in developing intermediate ports also.

Lastly, I would request the Government to exploit the offer, if made by any foreign country, to develop any particular port as against the utilisation of ores. Japan is perhaps willing to spend for developing Paradip Port. Some private firms of Italy and West Germany have expressed their desire to develop Mangalore port, that is, they are agreeable to give the foreign exchange that will be required for developing Mangalore Port. Therefore Government should see that at least one port in each State can be developed without delay so that all the areas, at least the coast-line areas, can be industrially developed. Not only if there are industries they help the development of a port, but if there is a port, it also helps the growth of industries.

I request the Government to see that the report is implemented without delay.

Some hon. Members rose—

Mr. Deputy-Speaker: How long is the hon. Minister likely to take?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Keeping in view the magnitude of my task and the galaxy of hon. Members who are expressing their opinions on this, I think I will hardly be able to contain my observations in less than 20 minutes. So at least 20 minutes may be given. It may be half an hour.

Shri Supakar: May I request you to extend the time?

Mr. Deputy-Speaker: He might ask those hon. Members who have given notice of the half-an-hour discussion to take less. They have to take an hour. He might persuade them to take less. Shri Alva.

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Shri P. K. Deo rose—

Mr. Deputy-Speaker: I have called Shri Alva.

Shri Joachim Alva (Kanara): Sir, I am exceedingly grateful to you for having called me because on the last occasion when I wanted to speak about the Karwar railway line you also gave me a chance.

Mr. Deputy-Speaker: Now I have learnt by my experience that even seven minutes for each hon. Member would be enough for this discussion. Therefore the time limit would be seven minutes.

Shri Joachim Alva: Sometimes it may exceed by three minutes, so it will make ten minutes.

I want to speak on behalf of Karwar and about Bhatkal incidentally and even about Malpe, which have been ignored, on the West coast. The terms of reference of the Committee for selection of intermediate ports were—

“broad national considerations as well as regional requirements; and engineering aspects with emphasis on economy of construction and maintenance;...”

I suggest that we satisfy these two clauses of the terms of reference of this committee.

During the last ten years three committees had been appointed by the Government of India. The first committee was the Port (Technical) Committee of 1946 which recommended Bhatkal. It said:

“The Committee concluded that the construction of a harbour at Bhatkal...”

It is again in my constituency:

“...was both an economical and a good financial proposition and felt that this development was essential for providing a

good outlet for the trade of the large and rich hinterland of the Mysore State lying behind it.”

In 1948 the West Coast Major Port Development Committee was appointed. They had to find out a deep sea port between Marmagao and Cochin. They said that Malpe is the harbour meant for us. They recommended Malpe. They placed Karwar first, Bhatkal second—both of them are in my constituency—and Mangalore last. That Committee gave half a dozen reasons why Malpe should be a full-fledged port. I was born in Udipi near Malpe. I want to know why Malpe and Bhatkal which had been recommended by two important committees of the Government of India were ignored and why suddenly the wise men of the Matharani Committee set up in 1958 said that Karwar is nothing, Malpe is nothing and Bhatkal is nothing. They fall in love with Mangalore. It is the case of a father wanting to marry a daughter when there is no daughter in the household. If I have no daughter and if the son-in-law is very attractive and he has a lot of money, I will provide a daughter by adopting my brother's daughter or even steal somebody else's daughter! When there is a girl to be married with all the attractions of the bridegroom, you want to get a bride from outside the circle as you happen to possess none yourself. That in short is the case of Mangalore.

Mangalore has no port worth the name. They want to spend Rs. 12 crores on the port of Mangalore and call it an all-weather port, while they use the term ‘Fair weather port’ for Karwar. As I said on the last occasion when you were good enough to allow me to speak for which I am grateful to you sir, Karwar has been one of the greatest harbours of the world. Poet Tagore fell in love with it. Karwar is only less than 20 or 25 miles from Dandeli across the waters in my constituency and Dandeli has sprung up as one of the largest industrial towns in the south. There is

a very large paper factory manned by my esteemed colleague, Shri Somani. Then there is the plywood factory. There is a ferro-manganese factory which is one of the largest of India. We have got a paper factory one of the largest in Asia. We command more labour in our these three factories than perhaps all the factories of Mangalore put together. I know that the tile factories of Mangalore are small units with a few curing factories.

I want to know how you decided in favour of Mangalore. I charge the Government of India that by clever manipulation with the Planning Commission, the Railway Ministry and the Transport Ministry—they may be doing it deliberately or indeliberately—they managed to put up Mangalore. If there is no railway for Hassan there, let us construct a railway for Mangalore. If there is no harbour, let us spend Rs. 12 crores for that. How does the money come here? In Karwar everything is arranged by nature, with a ready-made harbour. If you spend less than Rs. 5 crores, you will have a harbour which perhaps will be the best on the west coast.

The Rumanians, the Italians and others who have come to this harbour have said, "We shall give you the wherewithal. We shall give you the material for the harbour and for the railway." In return they want our manganese or iron ore. They asked the Government of India and the Government of Mysore. Yet, everybody turns a deaf ear. Why and how did the men of the Matharani Committee, forgetting the recommendations of the past two important committees appointed by the Government of India, say all this about Mangalore then make Karwar only a fair weather port. It is like providing a tailore-made suit, getting the tailor, buying the cloth and giving everything when a man has already got an excellent suit. I cannot use more figurative language than is

placed at my disposal. The Matharani Committee has been grossly unjust to the Karwar Port. They know nothing. I want to mention that they want to spend Rs. 12 crores for the Mangalore port where ships cannot be berthed because it is not an all-weather port. How can you provide that money? Where is the Rs. 12 crores to come from, when even Rs. 2 crores are not provided for each place? We can spend less than Rs. 5 crores on Karwar. It is a gross injustice done by the Government of India deliberately or indeliberately with the combination of the Planning Commission, the Matharani Committee, the Railway Ministry and the Transport Ministry all put together. You are giving everything for Mangalore when Mangalore should not get a farthing for this project.

I have been educated in Mangalore. I belong to Mangalore. The veteran and experienced hon. Minister of Transport and Communications Dr. Subbarayan has been married to a very dignified lady, who alas is no more and who was the first woman member of the Central Legislative Assembly. Even he has thus a good connection with us. I would like him to pay a visit to my constituency and see that justice is done. We have got iron ore coming. We have got manganese coming. We have got such an amount of timber. Nepal, Karwar and Assam have got the wealthiest and the thickest forests of the land. The Western India Match Factory gets all the timber for its matches from Karwar. Everything you get from there. We have solid gold under our feet. We are ignoring that. We are not getting from the Railway Ministry a little railway of 20 miles from Dandeli to Alvaver. We would like to have a railway line to Karwar to Hubli a distance of 120 miles, less than Mangalore Hassan Railway. We are not getting it. In Shri Somani's factory, huge quantities of first class paper could not be moved because the Dandeli—Alvaver railway line would not be handed over to Union Govern-

[Shri Joachim Alva]

ment. We are not doing it. How can we get along? This kind of manipulation by government officials on political considerations is entirely wrong. It is time that we exposed it. It is because the Karwar people are dumb and have not got the mouth to speak, these things are going on.

When the British experts came from England to advise us regarding a shipping site and also to survey the Karwar harbour, the programme was drawn up in such an unjust and improper manner that these worthy gentlemen whom I entertained twice here in Parliament House with Mysore M.Ps, said, they had no time to see the harbour of Karwar and they stayed only one night. I wrote to the Government, why were these experts brought from England all the way and not allowed to see the Karwar harbour properly and packed them off to some other place to write a report on some other harbour. These are the injustices that we are suffering from.

I thank you Sir, and I am grateful to you for giving me the opportunity to speak, not once, but twice. With these few words, I sit down.

Shri C. R. Pattabhi Raman (Kumbakonam): Sir, it is admitted on all hands that for a country of the size of India, the number of ports is negligible. The geographical feature of India with the peninsular structure is such that, starting from West Bengal on the eastern side and ending up with Bombay, five or six States are concerned with ports. But, really, it has to be looked at from the national point of view.

So far as traffic bottle-necks are concerned, sufficient has already been said. For how many days, how many ships wait in the Madras harbour for unloading! For days on end, they wait and they get no chance for unloading. This is what is happening in the Madras port. On account of the shortness of the time, I will deal with only four ports on the eastern coast of the peninsula.

I shall first refer to the ports of Negapatam, Cuddalore and Tuticorin. So far as Cuddalore is concerned, a lot of export is taking place. The quantity of iron ore is 5 lakh tons as will be seen from page 8 of the Report. That has increased much more. Nothing much has been done for a number of years. Of course, the port is being kept up as a port of a kind. That is hardly enough for Madras, because Neyveli is coming up. Both Negapatam and Cuddalore are going to be very very important as soon as lignite production starts. I have no doubt that in the hands of our able Ministers, these intermediate ports will receive immediate attention. I knew that recommendations have been going on to the Planning Commission and priorities have been given. I find that the first priority was given to Tuticorin. On page 142 . . .

Shri Achar (Mangalore): Equal priority to Mangalore and Tuticorin.

Shri C. R. Pattabhi Raman: I am grateful to you. I am very sorry. I am quoting. I wish you are right. On page 142, it is said:

"First priority Development of a 30 ft. harbour at Tuticorin with Rs. 1027 lakhs."

Second, Mangalore, 34 ft. harbour . . .

Shri Achar: If I may be permitted, that is not correct. In the introduction they have said, we have gone according to the geographical order, and we have given equal priority for both. It is only a geographical order. Because they started from Paradip, they have proceeded like that.

Mr. Deputy-Speaker: I had been told that Shri Achar gave up his turn to Shri C. R. Pattabhi Raman. I learn that perhaps that was wrong.

Shri C. R. Pattabhi Raman: I have to go by chapter and verse. Again, on page 127. I do not want to enter into an argument with my friend. Both of us should succeed and benefit. That is not the question. I am referring to the South Indian intermediate

ports. I think, on page 127, the same thing is reported, first and second priority. I have referred to Cuddalore and Negapatam. There is one port at Thondi. These are all neglected. So far as Negapatam is concerned, a lot of betel nut export is taking place to the far east. There is also a lot of import. I am not ignoring the passenger traffic. As you are aware, in Singapore, Malaya and other places, there are lots of South Indians both as businessmen and plantation labourers. They are coming and going back, and so there is a lot of passenger traffic also. There is also traffic, both goods and passenger, with Ceylon.

So far as trade with Tuticorin is concerned, here I may take a leaf from my good friend Shri Achar. The report says it was 7 lakh tons. I am glad to say it is 10 lakh tons now. There is a cement factory at Tazhaiyuthu, there is also iron ore export from Tuticorin. The Dharangadhara chemical factory has come near Tinnevely. So, for all these exports....

Shri Thirumala Rao (Kakinada): Can you give us the break-up of that 10 lakh tons, how much is internal and how much is external trade?

Shri C. R. Pattabhi Raman: I do not want to give the figures and take up time because I will be intruding on my colleagues' time, but you can kindly refer to page 41 of the report. The break-up is given in the Appendix.

It is really very difficult to condense what I have to say. It is a great pity that in spite of the Planning Commission having taken note of it, we find that in the Third Plan nothing is being provided so far as Tuticorin is concerned except investigation processes. We must have Tuticorin port for various reasons. Particularly, Ceylon will have much greater respect for us and our conditions if there is a first class port at

Tuticorin. And it is easy to have it, because the Bristow Committee started on it early in 1924 and there was also the Palmer Committee appointed. They went into the dredging process. It has been fully investigated, and I do not know what further investigation is necessary. If the Sethusamudrum project also comes into force, 362 miles will be saved. I wish to give some figures about the Sethusamudrum project which may astound the House. At page 39 of the report, this is what they say so far as this project is concerned. I beg of you to give me some little time.

Mr. Deputy-Speaker: I am very sorry. He may refer to it some other time. He can give the reference only now, because it will take so much time.

Shri Joachim Alva: According to the Committee, Karwar does not need dredging.

Shri C. R. Pattabhi Raman: If I am treading on your corns, forgive me. I am not saying Karwar should not be developed. I am not saying Tuticorin should be developed at the expense of Karwar. I sincerely hope you will get Goa also. When that comes, it will be much better.

Mr. Deputy-Speaker: Karwar has already been developed. Now some other ports are to be developed.

Shri C. R. Pattabhi Raman: The Committee at page 39 says:

"If the Sethusamudrum Project is designed and executed on the lines recommended by us and if the charges levied on ships were also fixed in the manner recommended by us, we estimate that the number of ships using Sethusamudrum Navigation Route will be 1,613 per annum. The aggregate total tonnage of shipping using the Canal each year will be approximately 107 lakhs of GRT or 64 lakhs of

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N.R.T. and the benefit derived by such shipping will be as follows:

(i) A saving in distance up to maximum of 362 miles; and consequently a saving in the time of voyage of a day or a day and half; and

(ii) a more sheltered passage throughout the year."

What actually happens is that our ships have to go round Ceylon. This Sethusamudrum will be a fine canal. It will cut the distance by 362 miles.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shri C. R. Pattabhi Raman: I only want two more minutes.

Mr. Deputy-Speaker: From seven minutes, once I have extended by two minutes. Another two minutes cannot be extended.

Shri C. R. Pattabhi Raman: I am glad the hon. Minister in charge of ports is also in charge of the roads. I hope he will bear in mind that the east coast road from Calcutta to Cape Comorin is an absolute *sine qua non*. What is the use of having any ports unless you have also first class all-weather roads which will carry all the traffic? It is a very great pity Tuticorin has not been given proper attention.

Mr. Deputy-Speaker: In spite of my refusal the hon. Member has utilised the other two minutes.

Shri C. R. Pattabhi Raman: I am very grateful to Shri T. B. Vittal Rao for initiating this discussion.

Mr. Deputy-Speaker: Shri Goray.

Shri C. R. Pattabhi Raman: About Tuticorin there is a lot of feeling in Madras State.

Shri Raghunath Singh: All the ports are in the South, not in the north.

Shri C. R. Pattabhi Raman: But there is no development. What is

the use of having ports without development?

Shri Goray: I am very grateful to you for giving me this opportunity.

Mr. Deputy-Speaker: But, unluckily, he will have only seven minutes.

Shri Goray: I shall try to say as much as I can within those seven minutes.

While reading this report, my first impression was that though the terms of reference were comprehensive, the report was written from a point of view which gave too much consideration to the iron ore that India was likely to export. But even taking that factor into consideration, I feel that we have neglected our ports to a very great extent. I have before me here a note submitted by the SEC in which it has been pointed out that whereas in 1959-60 we exported 28 lakh tons of iron ore, the target for 1965-66 is about 7 million. The note goes further and says that if proper efforts are made, the target can be raised to 9 million tons too. We are just now exporting only 28 lakh tons of iron ore. I would like you to consider whether we are likely to reach that target at all within the next five or six years, taking into consideration the neglect with which we are treating our ports.

I do not want to be parochial and say that only the ports in Maharashtra should be developed, but I would certainly say that if you want to bring about a dispersal, then not only the ports like Calcutta or Madras or Bombay should be developed, but equal care should be taken to see that alternative ports are developed, whether they be on the East Coast or on the West Coast. So, I am entirely in agreement with my hon. friends from Orissa and Madras and Andhra Pradesh and other places that their ports also should receive proper attention.

I would like to plead for a few ports in the Maharashtra State. I have before me here the 30th report of the Estimates Committee of the State of Maharashtra, in which they

have pointed out that even the sums that were sanctioned have not been spent. Whereas about Rs. 75 lakhs were sanctioned, only Rs. 2 lakhs have been spent so far. The hon. Minister may very well say that, after all, it is a State subject, and therefore I cannot deal with it. But when the ports are neglected in the way they are being neglected just now, the Central Government have to decide ultimately, because it is our export trade that will suffer thereby. Therefore, my first plea would be that the Central Government should see to it that the State Government also expend the sums that are allotted and see to it that the ports are properly developed, and if by some accident or by negligence, the development of the ports is suffering, the Central Government should intervene, and the State Government should be compelled to see that the development of the ports is carried out according to schedule.

The Maharashtra State has a small port at Redi, and that port is capable of being developed into a good port. Fortunately, in the hinterland, very near the port, there are iron ore deposits. The STC in the note submitted by them say that about 50 to 60 million tons of iron ore would be available. If you consider that only one lakh tons are being exported from that port, you will understand how much lee-way we have to make until we come up to the target. According to the STC, the target is that we would be able to export about half a million tons of iron ore per year, but just now, we are exporting only one lakh tons a year. So, we have to multiply this five times before we can reach the target. That target, you will agree, is a very modest one and we are not reaching even that.

Therefore, taking into account the conditions in Reddi, I wonder whether it will ever be possible for our State Trading Corporation to reach that overall target which they have fixed for 1965-66. The development of

Redi will not cost much. They have said that it will cost about Rs. 10 lakhs because 400 ft. of wall and wharf are to be provided so that iron ore could be exported easily. Even that has not been done. I was told by a friend who came very recently from that part, that so far nothing has been done by Government. I am really very sorry to say that this rate of expansion and development will take us nowhere. Iron ore is one of the commodities with which our country is blessed and if we really want to earn foreign exchange, we must see to it that this particular commodity which we have in abundance and which is in great demand throughout the world reaches those countries which want it. Unless we develop port facilities, we will not be able to fulfil that target.

The other port about which I would like to talk is the port of Ratnagiri. Here it is not only the iron ore—because there is very little of it—but the passenger traffic and other goods traffic. I may mention that Ratnagiri mangoes are very famous and they are finding foreign markets. We should not concentrate only on iron ore. There are other things which we can export and which can find a good market. Therefore, the Ratnagiri port also needs to be developed and turned into an all-weather port. Here also, only a meagre sum of Rs. 15 or Rs. 20 lakhs is required. But that also is not forthcoming, either from the State Government or from the Central Government. I do not know whether as my hon. friend Supakar said, Orissa is the Cinderella. But Ratnagiri district is certainly the Cinderella of the Central Government. It is one of those backward areas which can be developed and which is a potentially rich area, but because there are no railways and no roads and because the harbour is not being developed, it is backward and it has to remain so. My plea is that when you are having the total picture of the whole of India before you, take such steps as will allow the western

[Shri Goray]

part which belongs to Maharashtra to play their proper part in the development of the country.

Mr. Deputy-Speaker: Shri Raghunath Singh. He is interested in shipping.

An Hon. Member: He is from U.P.

Mr. Deputy-Speaker: Therefore, he can have a dispassionate view about the subject.

श्री रघुनाथ सिंह : उपाध्यक्ष महोदय, मैं इस प्रश्न पर एक दूसरी दृष्टि से विचार करना चाहता हूँ। सवाल यह है कि रेनवे स्टेगन्ज होने चाहिये, या पोर्ट्स होने चाहिये। अगर हम इन्टरमीडिएट पोर्ट्स चाहते हैं, तो उस के लिये कोस्टल शिपिंग जरूरी है। अगर वह नहीं होगा और कोस्ट में कारगो नहीं होगा, तो हम फिर इन्टरमीडिएट पोर्ट से कर क्या करेंगे? आज हमारा कोस्टल शिपिंग मर रहा है। इट इज प्रैक्टिकली डाइंग। इस क्षेत्र में जितनी भी कम्पनियाँ हैं, वे अपने कारोबार को बन्द कर रही हैं। यहाँ तक कि वे कोस्टल शिपिंग के कारोबार को बन्द कर के ओवरसीज शिपिंग में जा रही हैं। उस का कारण यह है कि कोस्ट पर जहाँ रेनवे लाइन है, उस के द्वारा शिपिंग के फ्रेट से कम फ्रेट पर सामान पहुँचाया जा रहा है। यहाँ पर माल्ट और कोल की बात कही गई है पहले सारा कोल और माल्ट कोस्टल शिपिंग से जाया करना था, लेकिन अब वह सारा शिपिंग से न जा कर रेनवे से जा रहा है। इसलिये यह विचार करना चाहिये कि अगर हम इन पोर्ट्स को जीवन रखना चाहते हैं, तो हम को यह भी विचार करना होगा कि इन को कैसे फीड किया जाये, कैसे उन को आमदनी हो, कैसे पर्याप्त कारगो की व्यवस्था की जाये और कैसे पैनेजर्ज आये। आज रेनवेज के फ्रेट और कोस्टल शिपिंग के फ्रेट में जो युद्ध रहा है, उस का कोई न कोई उपाय होना जरूरी है : अगर आप कोस्टल शिपिंग चाहते हैं और इन्टरमीडियरी पोर्ट्स चाहते हैं तो आप को

इस समस्या का निराकरण करना होगा कि रेल में और कोस्टल शिपिंग में कम्पिटिशन न हो। वे दोनों ही भारत वर्ष के अंग हैं और दोनों ही से देश को लाभ होने वाला है। इस वास्ते दोनों में कम्पिटिशन का कोई सवाल ही पैदा नहीं होना चाहिये।

हमारे भाइयों ने जितने भी आर्गुमेंट दिये उन सभी को उन्होंने ने आयरन और के एक्सपोर्ट पर बेस किया है -

Shri Goray: That is not what we say; the report says that and we are discussing the report.

श्री रघुनाथ सिंह : आप मंगलोर को ही ले लीजिये। वहाँ पर चूँकि इटली और वैन्स्ट जर्मनी का इंटिरेस्ट है और चूँकि वहाँ से आयरन और एक्सपोर्ट होना है, लिहाजा वे लोग अपना रुपया इनवैस्ट करने के लिये तैयार हैं। पारादीप में चूँकि जापान का इंटिरेस्ट है और वहाँ से आयरन और एक्सपोर्ट होना है, इस वास्ते जापान उस पर रुपय इनवैस्ट करने के लिये तैयार है। लेकिन मैं समझता हूँ कि इस मामले पर हमें दूसरे ही दृष्टिकोण से विचार करना चाहिये। हम हमेशा ही आयरन और एक्सपोर्ट नहीं करते रहेंगे। हम जानते हैं और चाहते हैं कि पैरादीप का अवश्य डिवेलपमेंट हो और उड़ीसा के पास कम से कम एक तो अच्छा पोर्ट हो। लेकिन जैसा कि एक भाई ने कहा कि नागापट्टिनम से पेनांग, स्वैटनहैम, मनाथा और सिंगापुर को पैनेजर्ज सर्विस जाती है और हिन्दुस्तान के दो जहाज जाते हैं। जब ये जहाज जाते हैं तो उन को कोस्ट से तीन मील दूर खड़ा रहना पड़ता है कम से कम ५०० पैनेजर्ज पर वीक इन जहाजों से जाते हैं छोटी छोटी नावों में बैठ कर के लोग जहाज तक जाते हैं। इसलिये मैं प्रार्थना करना चाहता हूँ कि नागापट्टिनम में पैनेजर्ज और कारगो के लिये इतिजाम होना चाहिये।

तूतीकोरिन के बारे में जैसा कहा गया है कि सेतुसमुद्रम की स्कीम अगर पूर्ण हो गई तो तूतीकोरिन हिन्दुस्तान का एक बहुत बड़ा पोर्ट हो जायेगा। मैं चाहता हूँ कि तूतीकोरिन को इस दृष्टि में प्रायोरिटी दी जानी चाहिये।

मंसूर स्टेट का जहाँ तक सम्बन्ध है, मंगलौर पोर्ट की अभिवृद्धि होनी चाहिये और उस के लिये जितना रुपया दिया जा सके, दिया जाना चाहिये।

अन्त में एक बार फिर मैं कहना चाहता हूँ कि रेलवे और शिपिंग में जो कम्पटीशन है, इस को रोकने के लिये सरकार को कोई न कोई उपाय खोजना चाहिये। अगर ऐसा नहीं किया गया तो कोस्टल शिपिंग का देहा- वसान हो जायेगा और अगर कोस्टल शिपिंग समाप्त हो गया तो आप के इंटरमिडियरी पोर्ट्स भी चलने वाले नहीं हैं।

Shri Assar rose—

Mr. Deputy-Speaker: I think Shri Assar's State has already been represented.

Shri P. K. Deo rose—

Mr. Deputy-Speaker: I think the hon. Member's State has also been represented.

Shri P. K. Deo: Some new points have to be developed.

Mr. Deputy-Speaker: There may be new points. I think Shri Kodiyan is for Kerala. I will call Shri Kodiyan now. Only five minutes.

Shri Kodiyan (Quilon—Reserved—Sch. Castes): Mr. Deputy-Speaker, Sir, I wish to confine myself to the Kerala ports referred to in this report. Neendakara has been recommended by this committee to be developed as an intermediate port. The question of constructing a port at Quilon has been pending for the last 4 or 5 years. In

1956, the then Travancore-Cochin Government had proposed to construct a pier in the open sea at Quilon. But the Transport and Communications Ministry made an on-the-spot study and the study indicated that Neendakara some 6 miles from Quilon would be a better place for development as an intermediate port.

Then, at the instance of the State Government and at the instance of the Indo-Norwegian Project authorities, model experiments were carried out at the Poona Water Research Station and that indicated that there was feasibility of constructing a port both at Tangasseri near Quilon and at Neendakara. This committee has finally recommended that Neendakara will be the suitable place for locating the port.

What I am urging now is this. Enormous delay has taken place in coming to a conclusion as to the place for the location of the port and this has adversely affected trade in the area. The present port at Quilon is a seasonal one. Due to uncertainty about the future of the port, even the normal repair work that is usually carried out every year has not been done. As a result of that, recently, ships calling at the port for unloading cashewnuts have been diverted to Cochin some 100 miles north of Quilon. This has rendered the local port workers unemployed. Not only that, the industrialists in the Quilon area have to meet an additional expense by way of transport charge from Cochin to Quilon. I would, therefore, request the Government to come to a speedy conclusion as to the place where this port is to be located. Whether the port is to be located at Neendakara or Tangasseri, the matter must be expedited and the work should start immediately.

I regret to find that the Committee has not recommended Beypore in Kerala to be developed as an intermediate port. I understand that some years back a special officer was

[Shri Kodiyan]

deputed by the Transport and Communications Ministry to find out the possibility of developing an all-weather deep draft port on the western coast, and I also understand that that particular officer had recommended Beypore to be the most suitable place for being developed as an all-weather port. But the Committee has recommended only some additional development work at the Beypore port. At the same time, Sir, I find from the report that the Committee has recommended Porbandar in Gujerat to be developed as an all-weather deep draft port at an estimated cost of more than Rs. 5 crores. I am not against Gujerat or any other State developing their own ports, but I cannot understand the logic of recommending Porbandar to be developed as an all-weather port at a cost of more than Rs. 5 crores to cater to a trade estimated at about 3½ lakh tons and at the same time failing to recommend Beypore being developed as an intermediate port, because Beypore is also having a trade almost equal to that of Porbandar. Therefore, Sir, I would request the Government to examine the question of developing Beypore as an all-weather port.

Finally, I would like to bring to the notice of the House that as in all other matters in this also we find that the small State of Kerala is being neglected. Even in this case the same pattern or the same kind of discriminatory treatment is meted out to the State of Kerala, because I find that even a port like Cochin, which has been declared as one of the major ports in our country, has been neglected. During the Second Five Year Plan Rs. 5 crores were allotted for the development of Cochin. Even that amount was not fully spent—I think only Rs. 4 crores was spent. In the Third Five Year Plan, out of the total allocation of Rs. 75 crores for shipping and development of ports, I am really very sorry to say that only Rs. 75 lakhs has been allocated for the development of Cochin.

Shri Chintamani Panigrahi: (Puri): Sir, may I put one question?

Mr. Deputy-Speaker: He can do that afterwards. Is there any hon. Member from Gujerat? I find none. Shri Thanu Pillai....

Shri Achar: Mangalore has been mentioned.

Shri N. N. Patel (Bulsar—Reserved—Sch. Tribes): Sir, I am from Gujerat.

Mr. Deputy-Speaker: He did not rise in his seat when I called.

Shri Achar: Sir, specifically the Mangalore question was raised.

Shri Raghunath Singh: Everybody supported Mangalore.

Mr. Deputy-Speaker: I was told that the hon. Member had given his turn to Shri Pattabhi Raman.

Shri Achar: He comes from Madras and I am from Mangalore. In fact, he spoke against me.

Shri P. K. Deo: Shri Imam has already spoken about Mangalore.

Mr. Deputy-Speaker: Now Shri Thanu Pillai.

Shri Thanu Pillai (Tirunelveli): Mr. Deputy-Speaker, Sir, I am grateful to the Committee for having recommended Tuticorin which is a right decision, but I am very sorry that the Planning Commission has not been good enough to include it in the third Plan even. While the third Plan is going to entail an expenditure which is equal to that of the first and the second Plans together, the denial of this fundamental, basic, simple right—the necessity of the Tuticorin port which is not being included even in the third Plan—touches the feelings of our people very much, and I am lacking in words to condemn this sort of attitude in the matter. Nevertheless, I hope that better counsels will prevail and that Tuticorin port will be included in the third Plan, when the final Plan is ready.

The Committee has recommended Rs. 10.27 crores but the Ministry has recommended only Rs. 5 crores and odd. I do not know why they have cut it to half. It is perhaps to oblige the Planning Commission to facilitate their being able to give at least that amount. That only shows the anxiety of the Ministry to see that this scheme is implemented, but with just Rs. 5 crores and odd, we cannot be in a position to complete the project. When the project is taken up, we will have to complete it.

Out of this sum of Rs. 10 crores and odd, from the economics of savings alone, we will be making more money. The port is handling one million tons and it is expected to handle about 1½ million tons in the course of the next three or four years. The Committee has observed in the report that on the improvement of the existing port, to handle this cargo of one million tons, they will have to spend Rs. 3.4 crores which will be a sheer waste. Therefore, they have recommended that only an all-weather port will solve the problem. If an all-weather, deep-sea port is given, we will be handling petroleum, kerosene and diesel which are now being handled at Cochin port and transported by rail and road. There will be then a saving of Rs. 35 a ton.

According to this report itself, the Tuticorin port has got another special feature; that is, silting is the least or almost nil. All these favourable points should be considered. Of course, there may be other ports to be developed, but Tuticorin has to be given this priority, because of the existing cargo that is being handled and the cargo to be handled in the near future. From the economic aspect also, in the construction of the port, silting will be negligible.

Along with this, if the Sethusamudram project is taken up, there will be a saving on the round-tour also roundabout Ceylon. All the tran-

shipment cargo is now being sent from India to Colombo, and there is always difficulty in handling them even in Colombo. Therefore, in that way, we are forced to neglect our foreign trade because of the incapacity of the port to handle the cargo. Madras port cannot handle even the cargo from the northern parts of Madras State, and the southern parts of Madras State have to be tied down to the existing port of Tuticorin and keep quiet. If you have to send all the cargo through Cochin and other ports, it will be prohibitively costly, and our export trade with other countries will thus be handicapped.

Coming to Nagapattinam port they have recommended only a small sum for it and that sum is not sufficient because a lot of passengers are going from Nagapattinam to Malaya and coming back, and the people have to go by boat for two or three miles.

Shri Raghunath Singh: Three miles.

Shri Thanu Pillai: Yes; it is difficult for the passengers to travel three miles by boat to reach the ship. It will be, therefore, better if the Government could consider the feasibility of deepening that part of the port and bringing the ships nearer to the shore.

In the report of the Committee, they have forgotten to mention anything about Colachel in Kanya Kumari district. This port is not linked to the mainland, either by rail or by any good road. Though it is a minor port, it is very important for the people there. There is a lot of dry fish and other commodities that are exported from there. But the Transport Ministry has allocated only a very small sum in regard to that port. It is just about Rs. 2 lakhs. I would request the hon. Minister to consider the possibility of allocating more funds for Colachel port, and develop, as I said, the port of Tuticorin.

Mr. Deputy-Speaker: Shri Achar. He may speak for five minutes.

Shri Achar: Yes; but I pray for one or two more minutes in addition. I am very thankful to Shri Vittal Rao for having raised this question and am also very thankful to the Committee which has produced this report on the development of intermediate ports. I am very sorry the name of Mangalore was mentioned as if a competition was raised between Karwar and Mangalore. I wish Shri Alva had read the report. I can understand his arguing for Karwar if he had met at least one argument out of the several arguments put forward in the report by the committee. I am referring to only one sentence at page 262:

“From all points of view, therefore, technical feasibility, economics of building a major port, the low cost of the ores to be exported, the size of the deposits which will feed the port and the prospects of traffic other than iron ore, Mangalore would seem to be the port that should be established on the west coast for improving the normal expansion of iron ore export traffic.”

They have also considered Karwar earlier and they say it will be economically too costly to export iron ore from that port, because iron ore is the main item. They also say that low grade and high grade ores are not available near Karwar. So, I will not dilate on that question.

I want to meet one argument put forward by Shri Pattabhi Raman. Of course, I want both Tuticorin and Mangalore to be developed. But it is not correct to say that Tuticorin is given priority in the report over Mangalore. I am referring to page 142 where four ports are mentioned and the committee gives the priority. The two ports for first priority are Tuticorin and Mangalore. Tuticorin is mentioned first and then Mangalore is mentioned. For second priority, Paradip is mentioned first and

then Porbandar. This does not mean that Paradip is given priority over Porbandar. Nothing of that kind. That is made very clear at page 125 where they say:

“The committee is of the opinion that all works in each priority group are of equal importance.”

In the earlier sentence they have said, they go in a geographical order beginning from Paradip and going up to Gujarat. That clearly shows that the two included in the first priority group are of equal importance. There is no preference of one over the other. I do not want to contend that Tuticorin does not deserve development. But I must say that Shri Pattabhi Raman is wrong in saying that Tuticorin has preference over Mangalore. Both of them equally deserve development and I am pleading for both the ports.

17 hrs.

Mangalore is on the west coast midway between Goa and Cochin. It has got a hinterland of not less than 1.30 lakh square miles, within which Mysore State also comes. We have to remember that so far as Karwar is concerned, I do not say today, but as early as possible, we are likely to have Goa. Karwar is hardly 25 miles from there and I am sure it is bound to come. As I said, apart from everything else, this Report has given very good reasons to show that not less than two million tons of iron ore could be exported from that port, because it has very nearby—both low grade and high grade iron ore. Also, it has got extensive trade in coffee and other articles. So, it is only just and fair that it should be developed, on account of its natural advantage as an all-whether port.

श्री आसर (रत्नागिरी) : उपाध्यक्ष महोदय, मैं इस रिपोर्ट को देखने के बाद महाराष्ट्र के सम्बन्ध में कुछ निवेदन करना चाहता हूँ। महाराष्ट्र के तीन सौ बीस

मील के किनारे पर एक बम्बई को छोड़कर एक भी पोर्ट बनाने का निर्णय कमेटी ने नहीं लिया है। और यहां के लोगों की जो बहुत दिनों से मांग थी उस पर विचार नहीं किया गया है। इस कमेटी की टर्म्स आफ रेफरेंस में लिखा है

"Broad national consideration as well as internal requirements."

लेकिन इस प्रश्न पर विचार करने समय कमेटी ने केवल फाइनेंशियल दृष्टि से विचार किया है लेकिन वहां के लोगों की आवश्यकता की दृष्टि से विचार नहीं किया गया है। इसी कारण महाराष्ट्र के ३२० मील के किनारे पर कोई पोर्ट बनाने का निर्णय नहीं लिया गया। नज्दिया कमेटी ने जिन १८ इंटरमिडियेट पोर्टों की सिफारिश की थी उनमें रत्नागिरी भी था। उनमें से बहुत से पोर्ट तो बन गए हैं लेकिन रत्नागिरी का पोर्ट अभी तक नहीं बना है। उसके बारे में अभी तक विचार नहीं किया गया। इंटरमिडियेट पोर्ट डेवेलपमेंट कमेटी दो बार रत्नागिरी गयी लेकिन रत्नागिरी के बारे में उमने जो निर्णय लिया वह उचित नहीं है। इसका कारण यह बताया गया है कि रत्नागिरी पोर्ट में सन् १९५१ से सन् १९५४ तक १-३ लाख पैसिंजर का ट्रैफिक था लेकिन बाद में वह कम हो गया। लेकिन यह देखना चाहिए कि इसके कम होने का कारण क्या है। इसका कारण यह है कि इस पोर्ट तक जाने के लिए ट्रांसपोर्ट की सुविधा नहीं ठीक है और लोगों को वहां तक पहुंचने में कठिनाई होती है। इसलिए बहुत से यात्री मोटर से चले जाते हैं। इसी लिए वहां का ट्रैफिक कम हो गया है। हमारे जिले में बम्बई जाने वाले सात आठ लाख आदमी रहते हैं और ट्रैफिक बराबर बढ़ रहा है लेकिन ट्रांसपोर्ट की दिक्कत की वजह से लोग स्टीमर से नहीं जाते। इसी लिए वहां का ट्रैफिक कम हुआ है।

इन एक्सिसिबिल एरियाज़ कमेटी ने सिफारिश की है कि रत्नागिरी बैंकवर्ड एरिया

है और इसको डेवेलप करने को आल वेदर पोर्ट की व्यवस्था होनी चाहिए। लेकिन दुर्भाग्य से इस बारे में विचार नहीं किया गया।

हमारी सरकार उस एरिया में चार इंडस्ट्रियल एस्टेट्स बनाने वाली है और कोयना प्रोजेक्ट बनायी है और वहां इंडस्ट्री बढ़ रही है। लेकिन बम्बई आने, जाने के लिए वहां ट्रांसपोर्ट फैसिलिटी नहीं है। कमेटी ने बनाया है कि अगर वहां पोर्ट बन जाए तो रत्नागिरी, कोल्हापुर और अन्य स्थानों से भी वहां ट्रैफिक आ सकता है।

आप देखें कि पोर्ट बनने से पहले कांदला पोर्ट की क्या स्थिति थी। वहां कोई ट्रैफिक नहीं था। लेकिन उसका डेवेलपमेंट होने के बाद ही वहां ट्रैफिक बढ़ा है।

तो मैं कहना चाहता हूं कि रत्नागिरी पोर्ट पर विचार किया जाए और अगर उसको डेवेलप किया जाएगा तो वहां भी ट्रैफिक बढ़ेगा। महाराष्ट्र के मंत्री ने भी कहा है कि इस बारे में विचार किया जाए।

श्री ना० ११० पटेल : उपाध्यक्ष महोदय आपने मुझे बोलने का अवसर दे दिया और गुजरात के लोगों के साथ अन्याय नहीं हुआ इसके लिए मैं आपका आभारी हूँ। लोगों ने हर प्रदेश की बात कही है लेकिन गुजरात राज्य नया बना है। वहां उमरगांव से लगाकर कच्छ तक मसूदी किनारा है लेकिन उस किनारे पर कोई अच्छा पोर्ट नहीं है।

एक माननीय सदस्य : कांदला है।

श्री ना० ११० पटेल : वह है लेकिन जो महवे, अंकलेश्वर और कैम्बे में तेल निकला है उसको ले जाने के लिए अगर कोई अच्छा पोर्ट नहीं होगा तो उस तेल के ट्रांसपोर्ट में बड़ी दिक्कत होगी। उस तेल को साफ

[श्री ना० ति० पटेल]

करने के लिए रिफाइटरी लगाने में भी बड़ी कठिनाई होगी। तो मेरा मंत्री महोदय से मुझाव है और प्रार्थना है कि मकदला एक जगह है। दूसरी जगह है दहेज और तीसरी कैंम्बे। इन में से दहेज और कैंम्बे में पोर्ट बनाने पर विचार किया जाए ताकि तेल ले जाने में दिक्कत न हो।

दूसरी बात मैं पोरबन्दर के बारे में कहना चाहता हूँ। वह भी बहुत अच्छा पोर्ट हो सकता है। वहाँ बड़े बड़े स्टीमर भी आते हैं लेकिन वहाँ पोर्ट न होने की वजह से वहाँ पैसिजरो के जाने में और माल चढ़ाने और उतारने में भारी दिक्कत होती है। मेरा मुझाव है कि पोरबन्दर के लिए भी कुछ होना चाहिए। और मकदला, दहेज और कैंम्बे में जो अच्छा समझा जाए वहाँ पोर्ट बनाना जरूरी है।

Shri Shankaraiya (Mysore): Mr. Deputy-Speaker, Sir, I am thankful to you for giving me an opportunity to express my views. About Mangalore Port many of my hon. friends have spoken and have supported it. It is most unfortunate that the State of Mysore does not have a port till now. The claim for having a port on the western side to export its industrial articles, iron ore and manganese ore has been a very long one. All the southern States, namely, Madras, Kerala, Andhra, Bombay Maharashtra have got ports and it is most unfortunate that Mysore has not got a port of its own.

As you know, Mysore was developed industrially very long ago. Even before Independence, Sir. M. Visweswarya made frantic efforts to develop a port in Mysore, but because of the vested interests of the British Government they did not permit him to do so. Even after Independence we have been claiming for the development of a port on the western side. Three committees were appointed. Time is being spent like this and

the aspirations of the Mysore people have not been fulfilled. I may bring it to the notice of the hon. Minister that this waiting has been a very long one and there is a feeling of frustration. The industrialists and the merchants are feeling that they are not having a reasonable share of the bulk of the trade or profits. The trade has been taken away either by Madras or Bombay or by other harbours and we have not been given the scope for development. Therefore this feeling of frustration is too much in Mysore State. It is the only State in the peninsula that has not got even one port. I hope the hon. Minister will seriously consider this aspect.

One word more and I finish. For the export of iron ore the Rumanian Delegation has come. The Italians are willing to take iron ore and manganese ore from the western port. The delegation from Rumania is now present and is having discussions with the Ministry. From what I understand, they are willing to take and lift the iron ore and manganese ore from the western port because it will be cheaper, but the Government of India is trying to divert it towards the east. By insisting on that, they may not lose this trade with Rumania and Italy, but it will be putting an end to the prosperity of Mysore State. So this should be taken seriously.

Mr. Deputy-Speaker: There are five minutes and two more hon. Members have to speak. Shri Deo.

Mr. P. K. Deo: Mr. Deputy-Speaker, if you trace the history of the development of ports in this country, you will find that it is a historical accident.....

Mr. Deputy-Speaker: Tracing of history would take a long time.

Shri P. K. Deo: Because of our cultural, administrative and economic association with the west, all the ports in the west coast started developing and Bombay, naturally,

became the gateway of India. Similarly the development of Calcutta, it is a historical accident. Because, it is not a natural port and for dredging the Hooghly, we have to spend Rs. 50 lakhs every year. We find from history that if some princes in Delhi had not fallen ill and had not been treated by some English doctor and if three villages had not been given in Bengal, Calcutta would not have been the headquarters of the East India Company and the nucleus for their future imperialist expansion. We shall have to examine all these things.

After India became independent, the whole perspective has changed. We shall have to examine how to develop the natural ports of this country. In that respect, the report of the Intermediate Port Development Committee has been most elucidating. They have rightly said that the Committee is of the view that iron ore traffic has to play an important role in deciding the development of ports. Let us see who are the buyers of our iron ore. It has been admitted that by 1965-66, we shall be exporting iron ore to eastern countries like Japan to the extent of 224 million tons. Our export is anticipated to go up to 3 or 4 million tons to the East European and West European countries.

Mr. Deputy-Speaker: The hon. Member should appreciate my difficulty. He is trying to open his book just now.

Shri P. K. Deo: Taking all these facts into consideration, it becomes imperative on the part of the Government to see that the ports on the east coast are properly developed. Rightly, this Committee has given first priority for the development of the Paradip port. For Paradip, they have assessed that if we spend Rs. 9 crores, it becomes a first class all weather port. It could handle a large amount of traffic and earn a good deal of foreign exchange. Tak-

ing into consideration all these factors, I request the hon. Minister that he should give top priority and allot Rs. 9 crores for the development of Paradip.

Mr. Deputy-Speaker: Shri Chintamani Panigrahi only wanted to put a question. His State has been represented.

Shri Chintamani Panigrahi: Mr. Deputy-Speaker, I would like to know from the hon. Minister, which of the recommendations of the Intermediate Port Development Committee have been accepted to be implemented in the Third Plan and whether the priorities which have been given by the Intermediate Port Development Committee for the different ports, the first priorities and second priorities—all of them—have been included in the Third Plan and if so, whether it will be by way of grants or by way of loans to the State Governments and the amount which has been given so far either by way of loans or grants for the development of Paradip Port.

Shri Raj Bahadur: Mr. Deputy-Speaker, I am grateful to the Members who have participated in this debate for the keen interest that they have shown in the development of minor ports. I may, to begin with, just invite attention to the constitutional fact, namely that Ports, other than major ports, appear in the Concurrent List and the executive responsibility thereof vests with the State Governments. We come in the picture for their development by way of loan assistance or otherwise. It was with a view to fulfil our responsibility that we thought it proper that amongst the category of ports known as intermediate ports,—that is ports which have got a traffic of more than 1 lakh tons of goods or some sizable passenger traffic we should try to fix up priorities through this Committee. Therefore, we appointed this Committee as early as 27th October, 1958. The main terms of reference

[Shri Raj Bahadur] were, selection of suitable intermediate ports in India for intensive development in order of priority and also to determine the extent of development required. This report was submitted on the 30th of April, 1960. I am submitting this particular fact because a point was made by Shri T. B. Vittal Rao that we have delayed consideration of this report, or that we have been otherwise not going as quickly and actively about it as we should have, but I may assure him that as soon as the report came we got summaries made out and sent to the State Governments concerned as far back as July, 1960. But we could not go ahead unless the report was printed, and now the printed volume will convince the House that it also should have taken time. We got the printed copies as late as the end of September. Soon after that we placed it before a meeting of the National Harbour Board. A special meeting of the Board was also convened in order to consider the recommendations contained in the report exclusively.

I would like to take advantage of this opportunity to tell the House how we have proceeded about it. The main recommendations of the Committee were divided into certain categories, as under:

	Rs. Lakhs
First priority works in respect of 18 ports, the names of which honourable Members are aware of	611.48
Second priority works	422.00
Third priority works (3 ports)	42.50
Development of an all-weather deep draught port at Tuticorin	1,027.00
Mangalore	1,270.00
Paradip	955.00
porbander	526.00
Enlargement of the dredging pool and external dredging	

This is how the recommendations were there.

We knew that if all the recommendations were accepted, this will total up to over Rs. 50 crores. Naturally, we made certain proposals on a selective basis. I will refer to that later on, but we were told by the Planning Commission that a sum of only Rs. 10 crores would be available by way of provision in the Third Plan for the development of minor ports. Naturally, we had to cut our coat according to the cloth, and the cloth did not permit us to fashion out the coat more than what the first priority works indicated in the report. They totalled up to Rs. 611 lakhs plus a provision for certain other essential items. Now I will tell you how we have tried to put certain counter-suggestions to the Planning Commission in this behalf.

We have requested the Planning Commission to consider our proposals for inclusion of all the first priority works included in the report, which, as I said, total Rs. 611 lakhs. Then the other items are:

	Rs. Lakhs
Essential development works relating to other minor ports	69
Dredger cum-survey launch pool expansion	250
Pondicherry	21.52
Port of Laccadive Islands	7.50
Andaman and Nicobar Islands	55.00
Detailed investigation and designs in connection with the Sethusamudrum project	40.00
Development of Tuticorin and Mangalore into all weather alongside ports	1475.00

So the grand total comes to Rs. 25,09,02,000.

These were our recommendations, and I would only say that the Planning Commission is still considering how best they can meet our demands in regard to certain essential works or essential projects like Mangalore and Tuticorin, and we cannot, at this

stage, say what the final conclusion will be.

Now I think I will do well at this stage to refer to certain points which have been made specifically by certain Members in this connection.

Shri Vittal Rao stated we were late in realising the importance of minor ports and were reminded of them only because of the congestion in ports. It is well-known that congestion in ports in 1957 was occasioned because of the closure of the Suez Canal and then the release of the pent-up traffic later on when it opened up. That was also occasioned because of the heavy imports of heavy machinery and equipment for our steel plants etc. So, that was a sort of an extraordinary occasion, an extraordinary feature. Otherwise, when the Second Plan proposals that we have got in respect of major ports are completed, they will increase the capacity of our ports for handling as much as over 40 million tons of cargo. Already on one occasion they have handled 31 million tons in 1957, and when all these works are completed, the capacity will be of the order of 40 million tons. So, I may assure the House that so far as the capacity of the major ports is concerned, it will not be found wanting by the end of the Third Plan period.

Then he made a special reference to Kakinada, Mangalore, Tuticorin and also Sethusamudram. As for Sethusamudram, I have already referred to it and stated that we have included a provision for it, and we hope that that will be accepted.

About the ports, it may not be possible for me to meet all the arguments or to comment on all the points which have been made by hon. Members in regard to the respective ports they were interested in. But, broadly speaking, I shall say something about the more important points that have been made.

Shri Mohammed Imam and Shri Joachim Alva referred to the ports of Karwar and Mangalore. Shri Joachim Alva was rather waxing eloquent on Karwar. He was accusing us that we have not been just to Karwar, because, Karwar, according to him, is much more important or at least it admits of much greater potentialities for development as a port than Mangalore. I think Shri Achar has aptly given a reply to him. So, I would only say, so far as that goes, that even from the point of view of the present traffic, and the potential future traffic, it is apparent from what is stated at pages 85 and 217 of the report, in the appendices and the tables given therein, that there is no comparison between the traffic handled by these two ports at present. Karwar at present handles a traffic of 158,000 tons, whereas the port of Mangalore handles about three to four lakhs tons or more. The potential traffic also, in the case of Mangalore, has been estimated to come up to six to seven lakhs tons by 1966, plus 2 million tons of iron ore which will carry it up to 2.6 million tons. As against that, it is not expected that the Karwar port will handle or will come to handle more than five to six lakhs tons of traffic. Out of that, how much will be general cargo, on which the main port revenues will depend is also problematical. I would rest content with this and say that so far as that particular aspect of the matter is concerned, we have not been unfair to Karwar. We have only tried to take into account the relative importance, and the relative utility of the ports in the context of the larger national interests.

Shri Joachim Alva: It will open up the whole hinterland like a rose!

Shri Raj Bahadur: Because of paucity of time, nor I would request my hon. friend not to interrupt me.

There is another feature also, because I would like to assure him that

[Shri Raj Bahadur]

we have not been unfair. Even for having one berth of about 32 feet draft at the port of Karwar, it will be costly, because it will cost about Rs. 1.6 crores to have that, but if we want to have more than one berth, it will be much more costly than Mangalore. So, from the point of view of the cost of development also, the port of Karwar will not be as cheap as it is supposed to be. While Karwar will be nearer Bellary and Hospet ore mines, a major part of the hinterland in the Mysore State and surrounding areas is covered by the port of Mangalore.

Then, again, the Mangalore-Hassan railway has been considered as necessary by the railways. That is the position, so far as our information goes. But that is not the case so far as the Hubli-Karwar line is concerned.

So, taking into account all these factors, I hope my hon. friend will bear with me and would feel satisfied that we are not oblivious of the interests of his constituency. We shall try to do our level best, and as much as we can, but we cannot ignore the relative priorities or the respective or relative importance of the two ports.

Then, Shri Supkar, Shri P. K. Deo and Shri Chintamani Panigrahi referred to Paradip. The total amount recommended by the Intermediate Ports Development Committee in their report in respect of all Orissa ports comes to Rs. 1.10 crores or so. We have allotted as at present Rs. 1 erores. Against Paradip, the total recommendation of the committee was Rs. 1.10 crores, and we have allotted Rs. 99 lakhs. I would say that even compared to Mangalore and Tuticorin which have been given the first priority in the report for development, so far as the actual allotment for first priority works is concerned, the port of Paradip fares much better. The Mangalore port and the Tuticorin port, if the first priority works are taken

into account, will not get even about one-third as much as the port of Paradip has got. So, the interests of the Paradip port and its development have been fully taken into account.

Shri Aurobindo Ghosal made a valid point, that we should try to utilise to the maximum our present port capacity. I can assure him that that is a matter of principle with us. He then referred to Haldia. Actually, Haldia does not come within the scope of this Report. But I may tell him that we have already provided Rs. 7 crores for the development of Haldia in the Third Plan. The ports of Calcutta and Haldia will be complementary and supplementary to each other. That is the position with regard to that matter, about which he was anxious to know the facts.

Shri C. R. Pattabhi Raman referred to Tuticorin and also the Sethusamudram Project. In principle, we have accepted the Sethusamudram Project to be taken up for at least the preliminary survey work or something like that—investigation and so on and for that. In the Third Plan, we have made a provision about Tuticorin and Sethusamudram. We have already sent our recommendations to the Planning Commission. We are convinced of the urgent need to do something in a special way for the development of Tuticorin and Mangalore. Even in our latest proposals, we have requested the Planning Commission to consider the advisability of including both these projects for high priority in the Third Plan.

Shri Goray complained that the progress of works in respect of ports in Maharashtra has not been satisfactory and even whatever allotments were made do not appear to have been utilised. The information placed at my disposal goes to show that against a total allocation of a provision of Rs. 35 lakhs, the Maharashtra Government have already spent Rs. 27 lakhs, and they hope to spend the balance during the course of the current year. So on that account, we cannot quarrel with

the Government of Maharashtra for any slow pace of work.

As regards Ratnagiri and the mangoes that go out from there, we are fully conscious of it, but much more important than mangoes are the passengers and the passenger traffic that it caters for. I can tell him that at the last meeting of the National Harbour Board they accepted in principle the suggestion of the Maharashtra Government representatives that besides Rs. 15 lakhs which the State proposes to spend on its development, Rs. 20 lakhs might be allotted by the Centre. In principle, it was also accepted that they might start with the development of what is known as the Killa Bay for the development of that port. The State demanded as much as Rs. 3,22,78,000 for all ports there. But the Ministry of Transport and Communications after proper scrutiny were of the opinion that Rs. 78.18 lakhs would meet the needs, keeping in view the limited resources at our disposal. The Planning Commission have further agreed that to this amount of Rs. 78.18 lakhs, another Rs. 50 lakhs might be spent by the State Government from out of their own ceiling. That is how it stands.

Shri Raghunath Singh gave very strong support to the plea for the development of minor ports. I express my thanks to him for that. Shri Kadiyan referred to Beypore and said that we have not proposed to include it. Let him kindly refer to the Report. I may also tell him that we have accepted that for the development of Beypore Rs. 10 lakhs should be provided. So, that amount has been provided for its needs.

In the Third Plan, against a total requirement of Rs. 147.78 lakhs for the State of Kerala in respect of its ports, we have approved Rs. 136.45 lakhs which is for first priority works. I think it is a very satisfactory percentage. Apart from that, the Planning Commission have further agreed to allow them to spend Rs. 25 lakhs on

their past requirements from out of their own ceiling. I think that should be considered reasonably satisfactory.

I was thinking that no Member from Gujarat had spoken, but Shri N. N. Patil broke the ice. Gujarat happens to be one of our maritime States with the largest number of ports. Shri Patel emphasised the need for paying more attention to Porbandar.

Mr. Deputy-Speaker: Actually, I had to ask him to speak.

Shri Raj Bahadur: Yes, Sir, and then he spoke. They have got such a large number of ports and so their interests should be looked after.

Shri Goray: They have got the first free port in the whole of the country—Kandla.

Shri Raj Bahadur: The scheme is under consideration.

Shri N. N. Patil: There is no port for handling oil.

Shri Raj Bahadur: That was a point that was missed by him when he spoke. That will come up for consideration when the Oil Ministry so advises.

About Porbander, we are conscious of the needs of traffic, both passenger and cargo, that this port handles. I would very much like to accommodate its needs as much as we can within the allocations that are made for the ports.

Shri Panigrahi asked us about our policy in regard to the IPDC report generally. I have already said that for the present we have confined ourselves to the first priority works recommended by them and we have done all that is possible for other schemes within the limited allocations that have been made to us.

Apart from that, we have asked for certain special allocations for Tuticorin, Mangalore and Sethusamudram

Report of

Intermediate Ports

Development Committee

Shri A. K. Chanda

as Chairman,

Finance Commission

[Shri Raj Bahadur]

and other important projects. I join the hon. Members who have paid very well deserved tributes to the Committee which has really produced a very useful and profitable report. I think, so far as information about these ports is concerned, it will be a sort of compendium for all times to come.

Shri T. B. Vittal Rao: Mr. Deputy-Speaker, Sir, the hon. Minister has stated that the congestion that obtained in 1957 and subsequently in 1958 was due to the closure of the Suez Canal and the subsequent opening of the Suez Canal. I would like to draw the attention of the hon. Minister to the fact that we are going to import 16 million tons of wheat under the PL 480 Agreement and 1 million tons of rice from the United States of America. Let not the same congestion take place in these major ports and let us not pay heavy demurrage.

I am quite aware that the development of minor ports is in the Concurrent List.

Shri Raj Bahadur: Sir, this is not a point which he has made earlier. I will have no opportunity of replying to that.

Mr. Deputy-Speaker: The record will show that it was made afterwards. Normally, he should not take up new points now.

Shri Harish Chandra Mathur (Pali): He can criticise what has been said.

Shri T. B. Vittal Rao: I know that the development of minor ports is in the Concurrent List. But, what I would urge is that the conversion of minor ports into major ones is entirely the responsibility of the Central Government.

All these ports, Mangalore and Tuticorin lie in the south, and there is a feeling in the south, among the people there, that their interests are not looked after properly by the Government of India. I hope and trust due note of this feeling will be made by the Planning Commission when they finalise their plans in the next week.

One more point. I have, time and again, read in the papers the statement made by the Chief Minister of Mysore State in the Mysore State Legislative Assembly that Mangalore port will definitely be taken up for conversion. I do not know whether a decision has been taken because even the Minister today was not able to tell us the decision. But the National Harbour Board has recommended that Tuticorin and Mangalore ports should be developed as major ports.

Mr. Deputy-Speaker: The question is:

"That this House takes note of the Report of the Intermediate Ports Development Committee, laid on the Table of the House on the 9th September, 1960."

The motion was adopted.

17.35 hrs.

DISCUSSION RE. APPOINTMENT OF SHRI A. K. CHANDA AS CHAIRMAN, FINANCE COMMISSION

Mr. Deputy-Speaker: Now we will take up the next item. Shri Khadilkar. The time allowed will be ten minutes for the Mover and subsequently 5 minutes for others. There are 8 sponsors and the time allotted is one hour. The Minister has also to reply. Now, hon. Members may distribute the time and I will abide by it.

Shri Khadilkar (Ahmednagar): But the subject is so important. I will proceed and I will try to finish it as early as possible.

The Minister of Finance (Shri Morarji Desai): The importance does not require more time.

श्री अ० म० तारिफ (जम्मू तथा काश्मीर):
जनाब डिप्टी स्पीकर साहब, मैं आपकी तबज़ह आज के लिस्ट आफ बिजिनस की तरफ दिलाना चाहता हूँ। एक घंटे का एक