

pursuance of the recommendations contained in 41st Report (Third Lok Sabha) and 5th Report (Fourth Lok Sabha) should conclude their deliberations early so that the publication and pricing policies of the C.S.I.R. are placed on a sound and realistic footing.

(c) No, Sir.

(d) The work on the publication was started on the basis of the recommendation made by the Executive Council of the National Botanic Gardens, Lucknow at its meeting held on 27th October 1965.

Sea Freight

*294. SHRI S. S. KOTHARI: Will the Minister of TRANSPORT AND SHIPPING be pleased to state:

(a) whether it is a fact that there is discrimination against Indian ports in respect of freight on shipping routes from Western ports like New York and London to ports in Asian countries;

(b) if so, the freights and distances along the principal routes; and

(c) the steps Government are taking to end such discrimination?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO): (a) It is true that there are many cases where the freight rates charged by the Shipping Conferences for the same commodity from India to western ports like New York and London are higher than those from other Asian and African ports to the same destination.

(b) A statement giving the commodity, freight and distances, in cases of discriminatory freight rates which have come to the notice of the Freight Investigation Bureau, is placed on the table of the House. [Placed in Library. See No. LT-1565/68].

(c) The Freight Investigation Bureau on its own as well as on receipt of complaints regarding specific instances

of such discriminatory freight rates, takes up the matter with the Conference concerned. Its efforts have proved successful in securing reductions in a number of cases as will be seen from the last column of the Statement referred to in part (b) above.

Anand Marg

*295. SHRI BABURAO PATEL;
SHRI V. NARASIMHA RAO;
SHRI LATAFAT ALI KHAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to a statement made by the Minister of State in the Ministry of Home Affairs at Raipur, on the 27th May, in which he stated that the Union Home Ministry had unfavourable reports about Anand Marg (a sect);

(b) if so, when and by whom was the Anand Marg Pracharaka Sangha started, its headquarters, its total membership and the number of branches in India and outside India;

(c) whether it is a fact that on the 5th March, 1967, some local police officials of the West Bengal Government attacked some of the Anandmargis at Baglata (in Purulia district) now known as Anandnagar;

(d) how many were wounded and how many died in the attack and the verdict of the judicial enquiry;

(e) whether the Anandmargis have any affiliations with Pakistan and if so, the steps taken to stop their activities; and

(f) if no steps are being taken, the reasons therefor?

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN): (a) Yes, Sir.

(b) The Anand Marg Pracharaka Sangha was started by Shri Prabhat Ranjan Sarkar and was first registered at Patna on 28-11-55. The head-

quarters of the Marg are situated at Anandnagar, Bagalata village in Purulia district of West Bengal. Government have no precise information regarding the total membership and the number of branches in India. Government have no information regarding branches outside India.

(c) and (d). Information is being collected.

(e) Government have no such information.

(f) Does not arise.

Development of Major Ports to Received Big Tankers

*296. SHRI S. KUNDU: Will the Minister of TRANSPORT AND SHIPPING be pleased to state:

(a) whether Government have executed the work of expanding the major ports in order to make them suitable to receive big tankers;

(b) if so, the ports where the work has started;

(c) whether Government have sanctioned funds for the construction of cargo berth at Paradeep Port for the purpose; and

(d) if not, the reasons therefor?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO): (a) and (b). Presumably, the Honourable Member has in mind the question of expansion of facilities at major ports to receive large size oil tankers. The position in this regard at the various major ports is as follows:—

At Calcutta, one of the jetties at Budge Budge has been expanded to take large tankers of 610 feet to 615 feet in length. An oil jetty has been built at Haldia and is expected to be commissioned shortly. The jetty will cater to tankers of any length but with draft of 30 feet initially and 38 feet ultimately by 1971 after the necessary capital dredging and reclamation works have been completed.

At Bombay, one of the berths in the Marine Oil Terminal has been improved to receive tankers upto 53,000 DWT with drafts up to 42 feet.

At Madras, a new outer harbour is under construction. This provides for an oil berth which has been designed to receive tankers of 77,000 DWT initially and 100,000 DWT ultimately. The berth is expected to be ready by April, 1969.

At Cochin, the feasibility of building an off-shore terminal to handle deep drafted oil tankers, which would be bringing crude oil for the Cochin Refinery, is under technical investigation by consultants appointed for the purpose.

At Visakhapatnam, facilities already exist to receive tankers ranging from 33,000 DWT to 37,000 DWT with a maximum draft of 33 feet.

At Mormugao, the development programme of the port includes provision for the establishment of a new oil berth to cater to tankers of 38 feet draft. The work will be taken up as soon as the project is sanctioned.

(c) and (d). The estimate for the construction of a general cargo berth at Paradip is under examination. A provision of Rs. 10 lakhs has been made in Annual Plan programme of Paradip Port for 1968-69 for the construction of this berth.

Offer of T.U. 134 Russian Planes

*297. SHRIMATI SUSEELA

GOPALAN;

SHRI B. K. MODAK;

SHRI K. RAMANI;

SHRI MRITYUNJAY

PRASAD;

SHRI KAMESHWAR

SINGH;

SHRIMATI TARKESHWARI

SINHA;

SHRI B. N. SHASTRI;

SHRI R. BARUA;

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state: