

ween No. 1 and 2 and No. 2 and 3, specially with reference to consumers?

**Shri C. Subramaniam:** We have fixed the reasonable margins between the producers' price and the wholesalers' price and the wholesalers' price and the retailers' price. On that basis, the notifications of prices have been made in six or seven of the States. But we are going to fix prices on a more comprehensive scale for the whole of India at the producers' level, the wholesalers' level and the retailers' level allowing only a fair margin.

श्री चं० सा० चौधरी: किन किन राज्यों में आप ने खाद्यान्न के मूल्य निर्धारित किये हैं ?

#### Congestion in Calcutta and Bombay Ports

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**Dr. Ranen Sen:**  
**Shri Vishram Prasad:**  
**Shri Dinen Bhattacharya:**  
**Dr. Saradish Roy:**  
**Shri Surendra Pal Singh:**  
**Shri Jagdev Singh**  
**Siddhanti:**  
**Shri Yashpal Singh:**  
**Shri Prakash Vir Shastri:**  
**Shri S. M. Banerjee:**  
**Shri P. Venkatasubbaiah:**  
**Shri P. C. Borooah:**  
**Shri Bade:**  
**Shrimati Savitri Nigam:**  
**Shri Yamuna Prasad Mandal:**  
**Shri M. L. Dwivedi:**  
**Shri S. C. Samanta:**  
**Shri P. C. Barman:**  
**Shri C. K. Bhattacharyya:**  
**Shri Kapur Singh:**  
**Shri Solanki:**  
**Shri Buta Singh:**  
**Shri Narasimha Reddy:**  
**Shri P. R. Chakraverti:**  
**Shri K. N. Tiwary:**  
**Shri Eswara Reddy:**  
**Shrimati Renu**  
**Chakravartty:**  
**Shri A. V. Raghavan:**  
**Shri Indrajit Gupta:**  
**Shri Bibhuti Mishra:**  
**Shri J. B. S. Bist:**  
**Shri P. K. Deo:**  
**Shri Mohan Swarup:**

\*24.

**Shri Hukam Chand**  
**Kachhavaitya:**  
**Shri Krishnapal Singh:**  
**Shri Mohammad Elias:**  
**Shri D. N. Tiwary:**

Will the Minister of Transport be pleased to state:

(a) whether there was recently a congestion of ships in Calcutta and Bombay ports for several days affecting delivery of foodgrains from ships;

(b) if so, the reasons therefor;

(c) the steps taken or proposed to be taken to improve the situation; and

(d) the amount of loss sustained in foreign exchange by way of demurrage at these two ports?

The Minister of Transport (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-3001/64].

**Dr. Ranen Sen:** In the statement I find, among the various reasons, it is stated that there was a fall in output of foodgrain labour engaged in bagging. My question is: Has the attention of the Minister been drawn to a statement issued by important Congress leaders of the trade unions of the port and dock workers of Calcutta that the output of labour did not deteriorate but on the other hand it is the bungling made by the Dock Labour Board in respect of labourers that was responsible for this catastrophe in the Calcutta port?

**Shri Raj Bahadur:** There was a slight decline in the output *per capita* of the labour, and I think that it would be too much to ignore that fact. If I may be permitted to say, in the case of Bombay, whereas the average discharge per day in the month of April was 2,334 tons, it came down to 655 tons in the month of May. I have quoted the figure for only one of the days. I would not like now to go into all the figures for all the days.

**Dr. Ranen Sen:** I was asking about Calcutta.

**Shri Raj Bahadur:** I do not have the figures with regard to Calcutta here with me.

**Dr. Ranen Sen:** Is it a fact that the condition of the labour in the Calcutta dock is worse than that of the labour in the Bombay dock?

**Shri Raj Bahadur:** I think the only difference there is that we have not been able to introduce the incentive scheme, so far as the dock labour is concerned in the port of Calcutta. That is not because we do not want it. We have been trying for it, but we have got to make the unions and their representatives agree to that. We hope that the negotiations that are at present taking place will result in the introduction of the incentive scheme very soon. Apart from that, we have already asked the people concerned to provide for some sort of a bonus for an output beyond a certain datum line or level, even pending that.

**श्री बिश्वाम प्रसाद :** इस स्टेटमेंट में यह लिखा है कि बम्बई में 30 लाख रुपया और कलकत्ता में 10 लाख रुपया डेमरेज के तौर पर देना पड़ा। मैं यह जानना चाहता हूँ कि क्या इस को दृष्टि में रखते हुए सरकार बन्दरगाहों पर मकेनिकल सिस्टम आफ इनलोडिंग को इस्तेमाल करना चाहती है या नहीं।

**श्री राज बहादुर :** मकेनिकल सिस्टम आफ इनलोडिंग की आवश्यकता है, इस में कोई सन्देह नहीं है। लेकिन इस सिलसिले में यह भी देखना पड़ेगा कि लेबर को कोई ज्यादा तकलीफ न हो और इनएम्प्लायमेंट न बढ़े। दोनों में सामंजस्य लाना पड़ेगा।

**Shri Surendra Pal Singh:** In respect of the Calcutta port, at page 4 of the statement, it has been stated that:

"Bore-tide restrictions resulted in detentions at Sandheads from the 7th to the 14th in the months of June and July."

and that also had caused congestion. In this connection, may I know whether it is not a fact that for the past

few years, bore-tides have become more intense and frequent in the river in Calcutta, and if so, what remedies have been sought to remove this difficulty?

**Shri Raj Bahadur:** Bore-tide is an essentially unavoidable feature in any riverine port. It is impossible to save a riverine port completely from this trouble of bore-tides. Even so, the only remedy is to provide for sufficient head of water, and that would be available only when the Farrakka barrage comes in. Even despite that, we have been trying to maintain the level of the output.

**श्री प्रकाशचौर शास्त्री :** क्या सरकार को कुछ इस प्रकार के पत्र या ज्ञापन प्राप्त हुए हैं कि बम्बई बन्दरगाह में जहाजों से घनाज को उतारने का ठेका गलत ढंग से दिया गया था और जिन ठेकेदारों को यह ठेका दिया गया था, उन की घसावधानी के कारण सरकार को लाखों रुपये की क्षति हुई; यदि हाँ, तो सरकार ने इस सम्बन्ध में क्या जानकारी ली है और क्या कार्यवाही की है ?

**श्री राज बहादुर :** ठेकेदारों की नियुक्ति फूड मिनिस्ट्री के द्वारा होती थी और चूँकि उन के खिलाफ शिकायतें थीं, इस लिए अब ठेकेदारी का सिस्टम खत्म कर दिया गया है और उस की जगह अब डिपार्टमेंटली यह काम होता है।

**श्री यशपाल सिंह :** क्या यह सही है कि गुरु में मकेनाइजेशन का नाम लिया गया, लेकिन जब समय पर त्रेन नहीं पहुँच सके, तो लेबर ने प्रोटेस्ट किया और इस कारण कन्जैस्टियन हो गया ? क्या सरकार सही तौर पर बता सकती है कि घनाज उतारने के लिए कितनी जगह चाहिए और कितनी जगह उस के पास है ?

**श्री राज बहादुर :** जहाँ तक त्रेन का ताल्लुक है, उस के बारे में कभी कोई मुश्किल नहीं हुई। सवाल यथा कि जहाँ जून, जुलाई के महीने में, जब कि बहुत ज्यादा वर्षा होती

है और वैसे ही बम्बई, कलकत्ता आदि बन्दरगाहों पर काम करना मुश्किल होता है, मौसतन तीन, साढ़े तीन और चार लाख टन घनाज आता था, वं उस मीके पर लगभग सवा पांच, साढ़े पांच लाख टन गेहूं और पचास हजार टन चावल आया और जुलाई में आठ लाख टन के करीब गेहूं और पचास हजार टन चावल आया। लेकिन मैं बताना चाहता हूँ कि बम्बई और कलकत्ता और दूसरी बन्दरगाहों की आउटपुट से मालूम होता है कि अधिक से अधिक मात्रा में घनाज उठाया गया। बम्बई में अप्रैल में 122 हजार टन घनाज उठाया गया।

श्री म० सा० विवेकी : ये फिगरस स्टेटमेंट में दिये गए हैं।

श्री राज बहादुर : मैं कुलरी बन्दरगाहों का आउटपुट बताना चा ता हूँ। अप्रैल में 360 हजार टन, जून में 534 हजार टन, जुलाई में 577 हजार टन और अगस्त में 594 हजार टन गल्ला उठाया गया, अर्थात् लगभग छः लाख टन के करीब गल्ला उठाया गया, जो कि रिकार्ड फिगर है।

Shri K. D. Malaviya: Why is the stevedore system not done away with?

Shri Raj Bahadur: Stevedores are performing many functions. They provide labour for loading and unloading. They also act as some sort of financiers or people who pay on behalf of the shippers and shipping companies the labour charges. They also take deliveries and discharge a number of other functions. The system cannot be brushed away by one stroke of the pen. As a matter of fact, the entire lot of shipping companies, Indian and foreign, have to be persuaded to accept some alternative service. Otherwise this is the age-old system operating in all countries except a few communist countries.

Shri K. D. Malaviya: Has not

Ceylon done away with the stevedore system?

Mr. Speaker: He has answered the question.

Shri Mohammad Elias: What is the reason for the Government abolishing the contract system, decasualising all labour and taking departmentally all the workers? Because this is the main reason for the bungling in the Calcutta Port. All the employees are recruited by the stevedores and contractors....

Mr. Speaker: He is arguing.

Shri Raj Bahadur: I think it is a matter of a practical and realistic appraisal of the situation. The shipping companies employ labour. They employ labour today through stevedores. Stevedores not only discharge the function of providing labour but also do a number of other functions on behalf of shipping companies. This is a situation where we cannot all of a sudden ask the shipping companies to do away with the stevedores.

Then there is the Dock Labour Board on which are represented the labour unions, the stevedores and the shipping companies. The Chairman of the Port Trust is the Chairman of the Dock Labour Board. The whole thing is working according to a system. Labour is not exploited and cannot be exploited by the stevedores that way.

Shri P. Venkatasubbalah: Is it a fact that due to the hesitancy of Government to come to a quick decision regarding handling cargo by mechanical means or by labour is the reason for the congestion in the ports?

Shri Raj Bahadur: There is no question of hesitancy or any such thing on the part of Government in introducing the mechanised method for handling foodgrain cargo or other cargo. The question is: when we have a definite system of working through manual labour, can we dispense with all that all at once and evolve a regular system, protecting the interests

of labour by providing them with alternate employment in case they are displaced by mechanisation, and taking other necessary steps?

**Shri Thirumala Rao:** With regard to part (c) of the question, the hon. Minister was pleased to say that ships are being diverted to Madras and Kandla. Have they considered the desirability of diverting them to minor and intermediate ports like Tuticorin, Visakhapatnam and Kakinada, and if so, with what results?

**Shri Raj Bahadur:** I think the Food Ministry has taken into account a number of factors, the hinterland in which the distribution has to be made, rail and other transport facilities for the purpose, and in the light of these how the distribution should be fashioned out.

**Shri S. C. Samanta:** Is it not a fact that ships carrying imported foodgrains from outside are half unloaded at Haldia port? I want to know whether there was labour trouble.

**Shri S. C. Samanta:** I want to know whether there was any labour trouble at Haldia, and whether semi-skilled labour was imported from Calcutta to meet the shortage there.

**Shri Raj Bahadur:** So far as the question of the lightening of these food vessels at Haldia is concerned, it can only be undertaken in the fair weather when the anchorages can be made there. We have to take into account the particular factors involved in it. So far as labour is concerned, at least I do not remember that there was any labour trouble in Haldia. For that matter, I think we may congratulate the Member from that region.

**Shri Indrajit Gupta:** The statement speaks about the unusually heavy arrival of ships in Calcutta port. That is one of the causes of congestion. May I know from the Minister whether, in view of the admitted shortage of berthing facilities in Calcutta port and the complicated berth-

ing system which obtains there, he has looked into the allegations which have been made about the bungling of the port authorities there to permit so many ships to be bunched up together without having the berthing facilities to accommodate them, instead of arranging for their diversion to other ports?

**Shri Raj Bahadur:** In Calcutta there is absolutely no difficulty about berthing of food vessels. Although four berths are reserved, as many as ten food vessels at a time have been berthed. Against an average of 20 food vessels, 33 were handled in the month of June. So, there can be no question of bungling, unless my hon. friend is so much fascinated by this word to use it over and over again in any context whatsoever.

**Shri Indrajit Gupta:** I seek your protection. It is his statement which says that there was an unusually heavy arrival of ships.

**Shri Raj Bahadur:** So far as the question of bunching is concerned, the Calcutta port, or for that matter any port, has not so far been responsible for it, because the regulation of the arrivals or the loading at the other end of ships is not in the hands of the port authorities. They load at their convenience and they come. The question is one of practical realities. A much larger quantity of foodgrains came in the monsoon months which is the worst period for us. I do not think Calcutta port can be held responsible for that at all.

श्री हुकम चन्द कच्छवाह : जो मशीनें बंगाई जा रही हैं सामान उतारने के लिए इन पर कितना खर्चा होगा और इनके फलस्वरूप जो मजदूर बेकार होंगे उनकी संख्या क्या है ?

श्री राज बहादुर : पम्प लाये जा रहे हैं । जो पुराने पम्प हैं उन में कुछ खराबी है । इसके बजावा उनकी केपेसेटी भी कम है । उनके बास्ते जो कुछ फारेन एन्सर्जेंट खर्च होगा, उसका बन्दोबस्त किया जाएगा ।

श्री कृष्ण चन्दा कच्छबाय : कितने मजदूर बेकार होंगे ?

श्री राज बहादुर : गल्ला निकालने के वास्ते पम्प लगाये जाते हैं। मजदूरों का उस में डिस्प्लेस होने का सवाल पैदा नहीं होता है।

**Shri Kapur Singh:** Since recurrent large-scale food imports are now a permanent feature here, do Government propose to instal automation devices to ensure rapid unloading and good clearance at these ports?

**Shri Raj Bahadur:** I have already answered that question. Automation and mechanisation are very necessary steps. We propose to mechanise our ports as early as possible, but consistently with the question of employment potential which is provided for the people.

**Shri Kapur Singh:** Automation arrangements are different from mechanisation.

श्री म० ल० द्विवेदी : क्या यह सच है कि स्टीबेडोज़ अपने रेट समय समय पर बढ़ाते रहे हैं और मजदूरों को उसका प्रतिफल नहीं देते हैं? जमींदारों को तो आपने कलम की नोक से खत्म कर दिया, क्या आप इन स्टीबेडोज़ को खत्म नहीं कर सकते हैं?

श्री राज बहादुर : जहाँ तक इनका सम्बन्ध है, इनके रेट्स वगैरह को डाक लेबर बोर्ड के नियंत्रण में रखा जाता है। इसके अतिरिक्त बिना शिपिंग कम्पनियों की मर्जी के वे रेट्स बढ़ा नहीं सकते हैं। शिपिंग कम्पनीज और डाक लेबर बोर्ड जितना तय करते हैं, वही वे ले सकते हैं। वे खाली इंटरमिडियरीज नहीं हैं, यह बहम में निकाल देना चाहता हूँ। अगर वे खाली इंटरमिडियरीज होते तो मैं मान लेता। लेबर के अलावा दूसरे और काम वे करते हैं जो शिपिंग कम्पनियां या शिबजं अपने आप नहीं कर सकते हैं।

श्री को० बे० मालवीय : मैं जानना चाहता हूँ कि सीलोन में स्टीबेडोर सिस्टम को

हटा दिया गया है या नहीं हटा दिया गया है ?

श्री राज बहादुर : सीलोन में हटा दिया गया है। वह एक दूसरा कंट्री है, इस वास्ते उसके बारे में मैं कुछ नहीं कहना चाहता।

एक माननीय सदस्य : क्यों ?

श्री राज बहादुर : इसलिए नहीं कहना चाहता कि सीलोन में जो पोर्ट ट्रबलज है, व मेरे ख्याल में सर्वविदित है —

अध्यक्ष महोदय : मैंने न सवाल की इजाजत दी है और न ही जवाब की।

**Shri P. R. Chakraverti:** In the context of the experience gained by the abolition of the contract system in Calcutta port, may I know whether Government has now given up the idea of introducing mechanical loading?

**Shri Raj Bahadur:** We have not given up the idea of mechanical loading; it has to be adopted and introduced by regular and systematic stages.

#### State Trading in Foodgrains

Shri Vishram Prasad:  
Dr. Saradish Roy:  
Dr. Ranen Sen:  
Shri Dinen Bhattacharya:  
Shri Rameshwar Tantia:  
Shri Bishanchander Seth:  
Shri B. P. Yadava:  
Shri P. Venkatasubbaiah:  
Shrimati Savitri Nigam:  
Shri M. L. Dwivedi:  
Shri S. C. Samanta:  
Shri Dhaon:  
Shri Yashpal Singh:  
Shri D. C. Sharma:  
Shri S. M. Banerjee:  
Shri P. C. Borooah:  
Shri P. R. Chakraverty.  
Shri Vidya Charan Shukla:  
Shri Bade:  
Shri Daji:  
Shri A. S. Saigal:  
Shrimati Renu  
Chakraverty:

\*35.