

the world are being provided to meet these new requirements. This has brought about a need for further improvement of drafts at our Ports, particularly for handling bulk commodities such as oil, iron ore, foodgrains, fertilisers etc. In designing new facilities at existing ports and also in building new harbours, these requirements are kept in view.

(b) and (c). Incidence of freight charges on the commodities shipped to and from ports is dependent on many factors besides the facilities available at ports. Therefore, it is difficult to indicate to what extent the freight rates are kept high solely as a result of the state of port facilities at a given time. The higher incidence of freight does not cause any loss to Indian ports as the freight is a charge on the shipper and not on the port.

(d) The development of facilities at ports to meet the changing requirements of shipping is a continuous effort. Moreover, the programme for development of port facilities generally involve long lead periods for implementation. So far as the year 1968 was concerned progress was made on major improvement schemes such as the Bombay Dock Expansion Scheme, the Haldia Dock project, the Madras Oil Dock, an additional berth at Cochin etc. Approval has also been given to a number of new projects including the Visakhapatnam outer Harbour project designed to further improve the turn round of ships. In order to improve the turn round of ships and quicker handling of cargo, additions were also made to port floating craft, cranes, navigational aids, fork lifts, trucks etc. during 1968. As already stated, freight charges are fixed keeping various factors including port conditions in view. The Directorate General of Shipping has been keeping a watch on the freight rates in our export trade. As a result, certain additional charges levied by the Conference Lines have been abolished. The general question of securing reduction in freight rates on the basis of the improvements in port facilities is part of a continuous international effort by all the developing countries.

#### Abrogation of Article 370

3151. SHRI VALMIKI  
CHOUDHARY :

SHRI S. K. TAPURIAH :  
SHRI HIMATSINGKA :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether in deference to the consensus of the Lok Sabha as expressed during discussions on the Constitution Amendment Bill sponsored by Shri Prakash Vir Shastri purporting to abrogate Article 370 of the Constitution to bring the state of Jammu and Kashmir at par with other States of the Union, Government propose to take any further steps for greater integration of that State with the Union ;

(b) if so, the details of such steps ; and

(c) if no steps have been taken, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA) : (a) In those discussions, there was general agreement with the Government's stand that further provisions of the Constitution should be gradually applied to the State of Jammu and Kashmir.

(b) and (c). During 1966, articles 81, 325, 326, 327 and 329 of the Constitution were applied to the State of Jammu and Kashmir, with suitable modifications : enabling direct elections to the House of the People from that State as in the rest of the country.

During 1967, the Constitution (Nineteenth Amendment) Act, 1966, which amended article 324 of the Constitution, and the Constitution (Twenty-first Amendment) Act, 1967, and entries 16, 18 and 19 of the Concurrent List were applied to that State.

During 1968, entry 72 of the Union List was applied to that State, in a modified form, in relation to appeals to the Supreme Court from the decisions of the State High Court in election petitions.

During the current year, article 248 and entry 97 of the Union List have been applied to that State, in a modified manner in relation to residuary powers of legislation.