

Scheduled Castes out of the quota reserved for them.	Class III	72.22
Percentage of vacancies filled by the Scheduled Tribes out of the quota reserved for them.	Class I Class II Class III	37.50 21.95 44.36

(c) The steps taken by the Central Government to improve the intake of Scheduled Castes and Scheduled Tribes against the vacancies reserved for them are explained in the statement. [Placed in Library. See No. T-6564/74].

AMOUNT OF ADVERTISEMENTS DUE AGAINST NATIONAL ADVERTISING PUBLISHING HOUSE, CALCUTTA

4916. SHRI JOYTIRMOY BOSU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the National Advertising Publishing House, Calcutta owes a lot of money to Government on account of advertisements in Betarjagat, Calcutta;

(b) if so, the amount thereof;

(c) whether legal steps have been taken to realise the amount; and

(d) if so, the authority that finally approved of this business with this firm ?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) : (a) Yes, Sir.

(b) About Rs. 7.8 lakhs.

(c) The matter is under arbitration.

(d) The Directorate General, All India Radio.

ABSORPTION OF ALL EDUCATED UNEMPLOYED WHO RECEIVED TRAINING UNDER 'HALF-A-MILLION JOBS' PROGRAMME

4917. SHRI B. S. BHAURA : Will the Minister of PLANNING be pleased to state :

(a) whether the Planning Commission (Employment and Man-Power

Division) have asked the State Governments to absorb all those who have received training under the 'Half-a-million jobs' programme for 1973-74 for educated unemployed;

(b) whether persons appointed as stipendiary Drugs Inspectors in the Union Territory, of Chandigarh under 'half-a-million jobs' scheme have not been absorbed in regular employment; and

(c) if so, the steps being taken in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) : (a) Yes, Sir. As per guidelines issued by the Planning Commission one of the terms and conditions is that the State Governments/Union Territories will have to assure regular absorption of the trainees taken up under this Programme after the completion of their training.

(b) and (c). Under the Half-a-Million Jobs Programme of Chandigarh Administration a scheme viz. "Strengthening of Drug Control Organisation" was sanctioned on 28-8-1973. Under this scheme, alongwith other educated persons who were to be engaged on stipendiary basis, a provision was made for 3 Pharmacy Graduates who were to be engaged on stipendiary basis for a period of eight months during the current financial year. Chandigarh Administration have moved the Ministry of Health for creation of necessary posts for the 3 Drug Inspector in 1974-75 and the matter is under consideration of Government of India.

12.03 hs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED NON-AVAILABILITY OF BERTHING FACILITIES FOR THE INCOMING SHIPS IN MADRAS AND BOMBAY PORTS

PROF. MADHU DANDAVATE (Rajapur) : Sir, I call the attention of the Minister of Shipping and Transport to the following matter of urgent public

[Prof. Madhu Dandavate]

vided. I would like to know from the Minister as to what is being done in this regard.

The hon. Minister in his statement has not gone to the root cause of the problem. They are only tinkering with the problem and they do not try to go to the root cause of the problem at all. They do not try to find out what measures are to be adopted to see that all these problems are tackled fully

Concretely I would like to know these from the hon Minister I would like to know whether the present berthing arrangements in different ports like Bombay and Madras are 100 years old and whether there is no modernisation introduced for the last 100 years I want to know whether the length of the berth is very small and it is inadequate to berth big tankers. Is not dredging not properly done because of inadequate number of dredgers? The port trust authorities are adopting dogmatic approach and their restriction of 12 hours shift for dredging work is retarding the work. If there had been round the clock work so far as dredging is concerned, this problem could be solved. Unfortunately the situation is such that these port trust authorities are responsible for this sort of wooden approach who insist that this work should be done on 12 hours shift. As a result of this round the clock work is not possible and berthing facilities could not be made available.

I want to know this: Is it a fact or not that more than 50 per cent of imports of foodgrains and fertilisers were diverted to Bombay port putting heavy pressure on that port? Even import of fertilisers to Goa and Kandla are diverted to Bombay. I would like to know whether the work relating to Madras and Vizag outer-harbour schemes are being expedited or not

I would like to make specific reference and seek clarifications from the hon. Minister whether there is any collusion between the importers and the

Customs and Port Authorities. For instance, some of the facts as revealed by the newspapers report are that Bombay Port Trust has an yearly income of Rs. 4 crores being paid as demurrage by the importers. I would like this to be confirmed by the hon. Minister whether it is true that the Bombay Trust is able to have an yearly income of Rs. 4 crores by way of demurrage being paid by the importers.

Also whether it is a fact that because the charges for the godown and the warehouses outside are very heavy the importers deliberately leave all these imported materials in the warehouses of the Port Trust. As a result, they have to pay a heavy demurrage charge. They do not mind paying these demurrage charges because, according to arithmetical calculations, if they were to leave all the imported materials in the godowns and warehouses, they will have to pay much more and so, they do not mind paying the heavy demurrage charges. As a result of this, the imported material is lying there for a long time

I would like to know whether the importers are indulging in these activities in collusion with the officers where a considerable amount of corruption is indulged in by the authorities

In the end, I would like to ask the Minister whether specific measures will be undertaken by Government for deepening the Madras and Vizag Ports (outer harbour) and when the outer harbour scheme will be accomplished. My second question is: in the matter of dredging there should be no restrictions imposed regarding the hours of work. The dredging activities must be carried on round the clock

In the end, I would like to ask the hon. Minister that in view of the heavy burden on the Bombay Port Trust whether the Government would like to have the outer-harbour facilities at Madras and is it not an imperative need to see that the Nava Sheva project is expedited? To this question I want a categorical answer from him.

SHRI PRANAB KUMAR MUKHERJEE: In fact, some of the questions put by the hon. Member have already been answered by me in the statement that is laid on the table. It is a fact that owing to the technical reasons, it was not possible for the port authorities to accommodate Viveka Nand and Netaji Bose tankers in the initial stages. At the same time, it is also a fact that they were not intended to be accommodated at the present berths. Ultimately the ship which was grounded was floated again and sent to Madras. And from Madras, the same was sent to Haldia. The purpose of the ships coming to the Bombay Port is known to the hon. Member and, as there was delay in commissioning the Haldia Refinery, they had to berth the ship at Bombay. It is a fact that the present berthing facility in Bombay Port Trust is inadequate for the bigger type of tankers. It is not correct to say that all these berths are hundred years' old. The hon. Member is well aware that two of the berths in the Butcher Island were also upgraded in 1969. So far as berthing facilities at Madras are concerned, there too the old berths might be a hundred years old, but a new oil berth has been commissioned only in 1972. Most of the present berthing facilities at some of the ports may be a hundred years old because the ports were old. The facilities available in these ports are inadequate and there is no denying the fact. In view of this, constant efforts are being made to improve the berthing facilities. Also we are trying to take care of these things so that bigger types of vessels could be berthed here.

Instead of accusing the port trust authorities, if the hon. Member tries to go into the question, he will find—as has been pointed out already—that with a length of 750 feet jetty, it is really difficult to accommodate 87,500 D.W.T. tankers but it could accommodate 53,300 D.W.T. tanker only at the most. That can lead not only to the vessel being grounded but also the entire channel will be closed and thus practically the entire port may not be commissioned. In view of these constraints the Bombay Port Trust authorities were

slightly reluctant to harbour the tankers, Netaji Subhas Bose and Vivekananda but at the request of the authorities they made it for an experimental basis. As a result of that experiment when the pilots themselves lost their confidence—they are the technical people—and found difficult to berth the ship naturally we cannot force them and we cannot tell them that you are to do which is technically not possible to do. So, as a result of the experiences gathered by berthing these two ships it was found that in the present arrangement it would not be possible to berth Vivekananda and the second ship.

Then the hon. Member has put certain other questions with which perhaps this Ministry has no connection, that is, the collusion with the importers and the customs and the rampant corruption going on in the Customs Department, and I would request the hon. Member to ask these questions from the relevant authorities who will naturally like to refute these charges.

As regards Nava Sheva project I have already pointed out on the Floor of the House that it is under the consideration of the Planning Commission and as soon as the Fifth Five Year Plan will be finalised and okayed the Port Trust Authorities and the other Ministries will take care of that. As regards fertiliser, it is fact that we are giving priority for the fertiliser and foodgrain ships. At the same time it is a fact that when the planning of berthing facilities and other accommodation were made during the Fourth Five Year Plan neither the Agriculture Ministry nor ourselves visualised that we will have to import so much quantum of foodgrains from outside. As a result of that planning was not made in that respect. But suddenly we had to import a large amount of foodgrains and fertiliser. Naturally, we had to give them preference and, in fact, the Agriculture Ministry is insisting that whatever preference we have given to the fertiliser and food ships in the Bombay Port is not adequate and they require more berthing facilities. We have a limited capacity and we are to work under these constraints. As a result of that it is a fact that we are not able to

[Prof. Madhu Dandavate]

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[Shri Pranab Kumar Mukherjee]

berth and some times the ships had to be detained. At the same time it is a fact that the congestion which the Bombay Port had to face during November, December and upto January has been removed.

So far as preference being given to the unloading of fertiliser and fertiliser raw-material is concerned I can assure the hon. Member that we shall look into that and see as to what possible assistance can be given to the fertiliser raw-material. But at the same time perhaps we cannot detain for a longer time the ready-made fertiliser because the raw-material which is coming will be put into the factories and then we will get finished fertiliser. So, we can compare the two but this point can be looked into

PROF. MADHU DANDAVATE : I had asked a specific question about relaxing the rules for dredging operations. The rules provide that they can be conducted only for 12 hours. I want to know whether you will permit the dredging round the clock? Secondly, whether you will expedite outer harbour schemes at Madras and Vizag so that better facilities for berthing are provided?

SHRI PRANAB KUMAR MUKHERJEE : I have already told that all these schemes are under execution and they have been included in the Fifth Plan also, but since the Fifth Plan is still not finalised, perhaps it would be too premature to comment on any of them.

SHRI SAMAR GUHA (Contai) : Before I put my questions, I would strongly object to the naming of the two oil tankers after the names of Swami Vivekananda and Netaji Subhas Chandra Bose. I think the Ministry of Shipping has not done any honour to those great personalities. There should be some sense of proportion and some sense of propriety in associating the names of these great personalities with such tankers. Swami Vivekananda was not an engineer; he was not a merchant; he did not deal with commerce. There should be same sense in naming an insti-

tution or a thing after a great personality; If you want to associate any institution with the name of Swami Vivekananda or something with Swami Vivekananda, at least that should have reflected the values for which Swami Vivekananda stood for. In the case of Netaji, Government should have again had some sense in naming it after him, Netaji travelled from Kiel to Singapore in a historic three months' journey in a submarine. A submarine could, therefore, have been named after Netaji or a battle-ship could have been named after him instead of naming an old tanker after him. I strongly protest against this. I would request the hon. Minister that he should change the name, and these two ships should be named after some great engineers or men who had shown proficiency in export and import industry or merchant shipping.

After this preliminary observation, I want to say a word about the complaints not only by our Indian shipping companies but by the foreign shipping companies that they do not get facilities either at the Bombay or Calcutta port or at the Madras port, because there are no proper facilities of berthing and for quicker handling, either loading or unloading of the ships. This is not only a great problem, but because of this, many of the foreign liners are reluctant to come to Bombay or to Calcutta.

This delay in handling and unloading and loading is also one of the reasons for price rise. It is known that many of the shipping companies demand certain surcharges as a result of which the exporters and importers increase the prices of the goods. These problems are not new, and it is surprising that they have not been attended to all these years. We hear, and it has happened many times, that many foreign ships or international liners which came had waited for weeks and even months and they went away because they could not get berthing facilities and they could not get the facilities for unloading their cargo. This problem has continued for years. It has appeared in the press that many of them had to pay demurrage also.

As my hon. friend has pointed out, there was a lot of collusion also. Taking advantage of this difficulty in regard to berthing facilities, many of the traders, both Indian as well as foreign, entered into some collusion to have a price hike for both exports and imports. This is also a very important factor which contributed to price rise in a general way.

This matter has been continuing for many years, and it has appeared in the press several times and it has also agitated the minds of the people several times. So, I would like to know what steps Government have taken. I find that they have only been waiting and waiting. They have had four plans already and are now having the Fifth Plan also. I want to know from Government what steps they had taken during the Third and Fourth Plan periods to create additional berthing facilities at the Bombay, Madras and Calcutta ports. What steps have they taken for dredging so that the berthing facilities can be increased in these ports of Bombay, Calcutta and Madras?

SHRI P. K. DEO (Kalahandi) : Paradip also.

SHRI SAMAR GUHA : Paradip is a smaller port

SHRI P. K. DEO : But it is the deepest port.

SHRI SAMAR GUHA : I am very anxious about one thing. It is an interesting fact that they have revealed in the statement in regard to the Netaji Subhas Chandra Bose tanker; I do not want to name it that way; I shall only call it No. 1 tanker, it would be belittling the personality of Netaji if we name this tanker after him; I am rather ashamed of the way the tanker has been named. It has been said that because the Haldia refinery had not been commissioned, that had to be diverted to Bombay. After stating this, the hon. Minister has made a contradictory statement by saying that again, within a few months, the tanker *Swami Vivekananda*—I would not call it by that name, I shall call it only tanker V; I shall call

the two tankers only as N-tanker and V-tanker—and diverted to Madras for lightening and then sent to Haldia. What does this mean? Is it the reason that the Haldia refinery has not been commissioned? Or is there something else which the hon. Minister is trying to hide? That is at the Haldia port, which is going to be commissioned and which is already handling cargo, because of lack of dredging facilities, because of the lack of the requisite navigability, because of the want of berthing facilities, you are not able to receive these oil tankers carrying crude or fertilisers either at Haldia or at Calcutta. Is it not a fact that specially in the last two years members have been agitated because of the fact that Farakka water is not being released into the Hooghly as a result of which navigability in the Hooghly is affected with the result that many big tankers are being diverted to Bombay and other ports as they cannot be berthed either at Haldia or Calcutta? Have Government taken notice of this situation? Have they realised that this is one of the reasons why the Tanker had to be diverted to Bombay or Madras?

You have taken assurances from the Minister of Petroleum and Chemicals that this is only an experiment and no further request will be made by that Ministry for handling of any oil tanker or any other bigger ship than 750 ft. length. You diverted the V tanker and N Tanker to Bombay. Why did you take the risk? You said there might be collision and the whole of the dock would have been jammed. Why did you take the risk for an experiment it is not capable of? What are the reasons?

Now the country is facing a crisis in oil and fertiliser as also in foreign exchange. There has to be export of jute, iron ore etc. in big ships in a big way. What steps are you going to take as you have failed in the earlier plans? What steps are you going to take, not waiting for the five year schedule for big tankers? What expeditious steps are you going to take other than building up bigger berthing, dredging and other facilities to improve and develop the capacity for handling bigger ships

[Shri Samar Guha]

quickly and expeditiously so that the export and import trade of the country can be developed in a proper way for the benefit of the country?

SHRI PRANAB KUMAR MUKHERJEE : The hon. member has put a large number of questions. Regarding the first question, I can tell him that it is not a fact that ships have to wait for months or years together for a berth.

SHRI SAMAR GUHA : I have not said years; I said at least weeks, even months.

SHRI PRANAB KUMAR MUKHERJEE : Even for the most congested period in Bombay, I can give some figures which will show that it is not as bad as that. On first December 1973, there were 26 vessels with general cargo the earliest of which had to wait from 24th October; 9 foodgrain ships the earliest from 6th November 1973; two fertiliser ships the earliest from 4th November, 1973. On 26th March 1974, actually there were waiting: one general cargo ship from 24th March, only for two days; 6 foodgrain ships the earliest from 12th March and four fertiliser ships the earliest from 17th March.

PROF. MADHU DANDAVATE : That shows the gravity of the problem.

SHRI PRANAB KUMAR MUKHERJEE : Undoubtedly, nobody is denying the gravity of the problem. I had never said that the situation is not grave. It is very difficult to provide berths to ships. But it was also pointed out—in fact, hon. members are well aware of it—that we had to reduce, and actually we did reduce, the import of foodgrains. But due to sudden drought in that area and acute shortage of fertilisers, we had to rearrange the schedule and—we had to import a large quantity of fertiliser and foodgrains. That was why our schedule of berthing in the port had to be rearranged and change made in the priority. If I am to give priority, I have only 24-26 berths in the Madira Dockyard. If I am to give priority to fertiliser or food ships, naturally

certain types of general cargo ships were to wait for getting berth until the others are cleared. At the same time, all the berths have no mechanical handling facilities, and it is not possible to speed up the discharge of the goods from the vessels. As has been pointed out, the FCI is to discharge the foodgrains from the food vessels. If their speed of discharging is not up to the mark and if they have not maintained the pace, the answer is that sometimes the ships are to wait for two or three days more. In view of this, the difficulties are coming up. But, at the same time, it is also a fact that we are trying our best to see what arrangements could be made. As a result of the arrangements that we have done we are relieving the congestion by introducing the three-shift working system and by having a constant watch and by making all sorts of arrangements possible.

It is not a fact that all the berthing facilities at the docks are without modern equipment of handling. Some of these berths are provided with modern handling, but not all, and we are taking up the programmes as per schedule and we are doing that.

The hon. Member found something wrong, and has smelt a rat, and has asked why the Netaji Subhas Bose tanker was unloaded at Madras and why it was then sent to Haldia. The requirements for which the ships had to go to Haldia were delayed and that is why the surplus was taken down and discharged at Madras. There is nothing wrong in it.

The hon. Member perhaps is aware of the fact that so far as the oil jetty at Haldia is concerned, Vivekananda had been commissioned in 1968 and there was no difficulty in berthing it. When the Vivekananda tanker was berthed in Haldia, I was present on that day in Calcutta, and there was no difficulty in berthing that particular ship. It is the usual practice in regard to the tankers that even if they are meant for one port, on their way at different ports of call they discharge their cargo. It is the usual practice. The same was the case here.

The hon. Member has raised a very strong objection about the naming of ships after great personalities. It may be his own view, but I can tell him that we have not only named the vessels after Netaji Subhas Bose and Vivekananda but two other tankers have been named after Jawaharlal Nehru and Lal Bahadur Shastri. It is the usual practice.

SHRI SAMAR GUHA : You have added two more names.

SHRI PRANAB KUMAR MUKHERJEE : It is the world-wide practice to name ships after great personalities.

SHRI SAMAR GUHA : Senseless.

SHRI PRANAB KUMAR MUKHERJEE : It may be senseless to him, but we find that there is nothing wrong in it. It is the practice in different parts of the world and we have only followed that practice. There is nothing wrong in that, so far as we are concerned.

Regarding Farakka waters and the commissioning of the Haldia port or the Haldia project, perhaps I have answered more than half a dozen times on the floor of this House. I do not find any relevance to the present Calling Attention Motion as to where the question of Farakka waters stands, when the Haldia port is going to be commissioned, how much time it will take, etc.—all these facts are known to the hon. Members and it is no use asking questions again and again.

I do not think the hon. Member has put any other question.

12.39 hrs.

PAPER LAID ON THE TABLE

HALF YEARLY REPORT OF COIR BOARD, ERNAKULAM FOR THE PERIOD FROM 1ST APRIL TO 30TH SEPTEMBER, 1972

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR

RAHMAN ANSARI) : I beg to lay on the Table a copy of the Half-yearly Report (Hindi and English versions) on the activities of the Coir Board, Ernakulam and the working of the Coir Industry Act, 1953 for the period from 1st April, 1972 to 30th September, 1972, under sub-section (1) of section 19 of the Coir Industry Act, 1953. [Placed in Library. See No. LT-6550/74]

12.39: HRS.

MESSAGES FROM RAJYA SABHA

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :—

- (i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Gujarat Appropriation (Vote on Account) Bill, 1974, which was passed by the Lok Sabha at its sitting held on the 25th March, 1974, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."
- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No 2 Bill, 1974, which was passed by the Lok Sabha at its sitting held on the 25th March, 1974, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."