

so that there can be navigation? May I know whether this proposal will also be covered by this scheme?

Shri Raj Bahadur: I do not have that information.

Mr. Speaker: Shri Surendra Pal Singh.

Shri Surendra Pal Singh: My question has been covered.

Mr. Speaker: Next question.

Mormugao Harbour

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*1095. { **Shri P. C. Borooah:**
Shri Surendra Pal Singh:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Maheswar Naik:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have finalised a scheme for the modernisation of the Mormugao Harbour;

(b) if so, the broad outlines of the scheme; and

(c) the action taken by Government for the implementation of the scheme?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A broad scheme of development for the Port of Mormugao has been drawn up. The details of the scheme are now being worked out. In the meantime, advance action has been taken in regard to urgent items. Sanction has been given to the purchase of a new dredger and a power-driven mooring launch, which are estimated to cost more than Rs. 1 crore. An order for the dredger will be placed shortly. Dredging of the approach channel and inner basin has also been completed at a cost of about Rs. 12 lakhs and this will ensure minimum depths for taking 28 ft. draft ships throughout the year. The other schemes that may be included in the

programme will be implemented as soon as the details are finalised.

Shri P. C. Borooah: May I know whether little has been done for the development of this Port up till now because of the tussle between the Naval authorities and the civil authorities as to who is going to own this Port and how the differences have been removed?

Shri Raj Bahadur: There is no conflict or difference. The question was as to what will be the respective areas of development of the Port and the Naval requirements. I think, they are under the process of examination. But that will not in any way impede the developmental schemes and their execution.

Dr. Gaitonde: May I know whether it is a fact that the railways in Goa belong to the Port so far: if so, when are they going to be taken over by the Railway Ministry?

Shri Raj Bahadur: So far as the area of the port is concerned, the railways belong to the port authorities as in the Bombay and Calcutta Port areas. The railways outside the Port area might be taken over by the Railways.

Dr. Colaco: May I know whether any final decision has been taken by the Government about Marmugao Harbour as to whether it will be a commercial port, a free port or an additional Naval base?

Shri Raj Bahadur: It is and will remain a commercial port. In fact, we anticipated that there will be an average export of 10 to 12 million tons of iron ore plus two million tons of general cargo. It is with that figure in view that we are planning our developmental schemes. So far as the question of a free port is concerned, there is no free port and there cannot be any free port in India. There can be a free trade zone only and it is not yet under consideration.

Shri Surendra Pal Singh: Now that it has been finally decided that the harbour of Marmugao will be used both as a Naval base and as a civil port, may I know whether the Government of India will give the Indian Navy a free choice to select that part of the harbour for its own use which it considers most suitable for that purpose?

Shri Raj Bahadur: I do not think any serious overlapping will occur because there is good deal of space and room in the Vasco Bay and the other two bays. The question is on which side will the Naval developmental schemes be executed. But I think, there is ample room for both.

Shri Maheswar Naik: May I know whether the responsibility for developing this port belongs to the Transport Department or to the Naval Department because it has to be a double-purpose port

Shri Raj Bahadur: For the port it is the Transport Ministry.

Shri S. C. Samanta: May I know why the administrative control was transferred to this Ministry from the External Affairs Ministry? What difficulties were they facing?

Shri Raj Bahadur: Because the ports are managed or are under the administration of the Transport Ministry.

Shri D. C. Sharma: May I know whether we are improving this port with our own resources or are we getting any technical know-how or foreign aid for modernising this port?

Shri Raj Bahadur: So far all the developmental schemes that we have been trying to evolve have been through our own experts and engineers. So far as the question of financial assistance is concerned, we have not gone out for that.

Shri P. K. Patel: May I know whether Government have given a thought to the fact that for the development of Marmugao Port a rail link between Marmugao and Belgaum will be abso-

lutely necessary as also the doubling of the present railway line?

Shri Raj Bahadur: The railway link is there but I think it is a metre gauge. The question is one of converting that rail link into broad gauge. That will receive the attention of the Railway Ministry.

Shri P. C. Borooah: May I know whether modern devices like radar and other installations in the harbour to check the identity of vessels and also to prevent enemy vessels from entering into Indian waters will be there?

Shri Raj Bahadur: This will be a general problem for consideration by the Navy. Radar equipment might or might not be fixed for the purpose of weather forecast or guidance to the incoming vessels. That is a matter for further consideration.

Commercial Pilots Association

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{ **Shri A. V. Raghavan:**
Shri Pottakkatt:
 *1097. { **Shri Indrajit Gupta:**
Shri Subodh Hansda:
Dr. P. N. Khan:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the Commercial Pilots Association has asked the I.A.C. as well as the Government to take speedy measures to implement the 1961 agreement between the I.A.C. and the Indian Commercial Pilots Association;

(b) the steps taken to implement the 1961 agreement and the reasons for delay in the implementation of the agreement;

(c) how far the rules laid down by the International Labour Organisation to rehabilitate unfit pilots have been implemented by the Indian Airlines Corporation; and

(d) whether I.A.C. pilots are insured against occupational hazards and they are given ground jobs when declared medically unfit?