

Paradeep Port

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*392. **Shri P. R. Chakraverti:**
Shri K. N. Tiwary:
Shri Bade:
Shri Onkar Lal Berwa:
Shri Hukam Chand
Kachhavalya:
Shri Madhu Limaye:
Shri Yashpal Singh:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether the Union Government has suggested to the Ministry of Railways to give high priority to rail link to Paradip Port which will be opened to iron ore traffic;

(b) whether chutes and conveyors have been built ahead of the target date to facilitate movement of iron ore direct from the mines;

(c) whether the port authorities have started stocking iron ore before the first ship calls at the port; and

(d) whether Paradip Port will be used to receive foodgrains imported from U.S.A. and, if so, whether rail facilities will be made available for transporting wheat to Bihar and U.P.?

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): (a) Yes, Sir.

(b) The erection of the iron ore handling plant has nearly been completed.

(c) About 55,000 tonnes of ore have been stocked near the plant.

(d) The question of using Paradip Port for handling foodgrains is under consideration. Paradip Port is, however, not connected by rail with the hinterland. All foodgrains unloaded at Paradip will have to be transported by road to Cuttack, which is at a distance of about 58 miles from the port and then railed to different destinations. An alternative also under consideration is to unload the grain at Paradip overside into coasting ves-

sels and to take the vessels to Calcutta.

Shri P. R. Chakraverti: May I know what arrangements have been made to link it with the railway line?

Shri C. M. Poonacha: The matter is under consideration. Actually, the survey is being conducted by the railways to assess the traffic potential from the Nayagarh mining area, and after the survey is completed the final proposals regarding the construction of the railway will be taken up.

Shri P. R. Chakraverti: May I know whether Government has made any estimate of the capacity of this port to receive foodgrains in addition to the export of iron ore?

Shri C. M. Poonacha: Yes, Sir. In addition to the 2 million tons of iron ore export possibilities, additional capacity to handle foodgrain imports up to about 90,000 tons has been considered.

श्री हुकम चन्द कछवाय : मंत्री महोदय ने बताया है कि रेलवे लाइन का निर्माण सरकार के विचाराधीन है। मैं यह जानना चाहता हूँ कि उसका निर्माण कब तक हो जायेगा और यह प्रस्ताव कब तक कार्यान्वित हो जायेगा। मैं यह भी जानना चाहता हूँ कि माल को जहाज से ले जाने में और रेलवे के द्वारा ले जाने में कितना-कितना खर्चा बैठता है।

Shri C. M. Poonacha: When the railway line is constructed, no doubt the transport cost element would be much less but during the 'in-between' the Orissa government have already planned for the construction of an express way which will handle iron ore movement at a very profitable rate.

श्री मधु लिमये : प्रदीप बन्दरगाह लोहे की मिट्टी निर्यात करने के लिये मधुयत बनाई गई है, लेकिन इस का वजन बहुत

ज्यादा होता है। तो मैं जानना चाहता हूँ कि इसका वजन कम करने के लिये प्रीर मूल्य बढ़ाने के लिये, क्या इस लोहे की मिट्टी का शुद्धिकरण करने के लिये प्रदीप या विशाखापत्तनम बन्दरगाहों में कोई कारखाने खोले जायेंगे ?

Shri C. M. Poonacha: The question of processing iron ore, if I have understood the question correctly, at Paradip for export purposes does not just arise for the simple reason that the ore deposits available at Tomka Damtari and Nayagar area are lumpy ore which have a demand in the export markets.

श्री यशपाल सिंह : क्या सरकार यह बतला सकती है कि यहां से प्रपोर्शनैट्स, कितना लोह-अयस्क तथा कितने गैंग्स आदि किस पदार्थ दिये जा सकेंगे ?

Shri C. M. Poonacha: I have said already that the target for iron ore export is about two million tons per annum and the handling of the incoming cargo, general and foodgrains, would be about 90,000 tons.

Shri Surendranath Dwivedy: May I know whether the Transport Ministry is giving top priority for the railway line and may I know whether this railway line from Cuttack to Paradip, since line from Tomka Damtari mines to Paradip is a longer route, had been examined and also when actually they will be in a position to export iron ore from this port?

Shri C. M. Poonacha: I have already answered that the line is being surveyed and after the survey is completed, it will be known . . . (Interruptions). It is primarily to connect the mining areas with Paradip port.

Shri Surendranath Dwivedy: The other part is not answered.

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): The line is being surveyed; Cuttack also can be considered later on.

Shri Indrajit Gupta: In view of the strategic importance of this port is there any proposal to have, right from the inception, a board of trustees or a port trust for the better administration of the port?

Shri C. M. Poonacha: As soon as the port is able to handle cargo this will be declared as one of the major ports under the Port Trust Act.

Shri P. Venkatasubbalah: May I know whether at the time of preparation of the master plan for the development of Paradip port the laying of the railway line had not been envisaged and what prevented the government from taking it up at the very beginning of the preparation of the master plan?

Shri C. M. Poonacha: When this port was considered the original idea was to feed the port by an express way connected to the mining area. Later on it has been found that connecting it by rail would be more profitable as compared to the express way and the railways are now engaged in a survey. After these considerations are finalised a decision would be taken for the construction of the railway line.

Sen Committee on Sugar

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*393. **Shri S. M. Banerjee:**

Shri R. Barua:

Shri Ramachandra Ulaka:

Shri Dhuleshwar Meena:

Shri P. C. Borooah:

Shri P. R. Chakraverti:

Shri R. S. Pandey:

Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether all the recommendations of the Sen Committee on sugar have been accepted and implemented;