

minerals without consulting the Central Government but now this right has been accorded to them. Its aim is that, suppose an industry does illegal running or any other such activity then there is no need at all to approach the Central Government but the State Government can terminate the lease at its own.

Likewise the P.L. duration of the prospecting licence has been increased from two years to three years and the State Government of India appropriate has the power to grant further extension of P.L. duration upto 5 years. Besides, the appeals in case of minor minerals used to come before tribunal of the Central Government. Since minor mineral is a subject of State Government the Central Government has given the right to the State Government to decide such a dispute and there is no need at all to approach the Central Government.

Like wise there was no provision till date to find the theft in the M.M.R.D. Act. but now a provision has been made and the State Government has been empowered to depute any Gazetted Officer to seize and investigate the case of illegal mining.

Development of Ports

[English]

*162. SHRI G. M. C. BALAYOGI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether funds have been allocated for the development of major ports throughout the country during the last three years;

(b) if so, the details thereof, port-wise;

(c) whether World Bank or Asian Development Bank has provided funds for the development of minor ports in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d). A statement is laid on the table of the House.

STATEMENT

(a) and (b). Yes, Sir. The outlays provided during the last three years for development of major ports in the country are given below:-

S.No.	Name of the Port	Outlays (Rs. in crores)		
		1990-91	1991-92	1992-93
1	(a) Calcutta	27.58	70.90	45.00
	(b) Haldia	34.87	37.00	85.58
2.	Bombay	19.08	40.00	70.43
3.	JL Nehru	45.00	65.00	57.30
4.	Madras	39.81	55.00	35.89
5	Cochin	33.30	37.03	42.17
6.	Visakhapatnam	37.05	59.79	65.57
7.	Kandla	23.92	55.00	40.00

S.No.	Name of the Port	Outlays (Rs. in crores)		
		1990-91	1991-92	1992-93
8.	Mormugao	5.76	7.10	11.76
9.	Paradip	9.61	39.65	67.00
10.	New Mangalore	7.17	8.56	4.91
11.	Tuticorin	6.10	8.95	17.05
Total Major Ports		289.25	483.98	541.66

(c) and (d). Yes, Sir. The Asian Development Bank have provided a loan assistance of US \$ 77.90 million for development

of Kakinada Port in Andhra Pradesh. However, there is no project funded by the World Bank for Minor Ports in this State.

	Rs. in cores	Conversion rate
** Equivalent to :	120.75	Rs. 15.50 = 1 US \$ (applicable at the time of entering into the loan agreement with ADB)
	244.61	Rs. 31.40 = 1 US \$ (current rate)

SHRI G.M.C. BALAYOGI: First of all, I offer my thanks to the Hon. Speaker for, particularly as a back-bencher, I got this chance after the Government of the Session. Please give me time also for putting my question.

My first supplementary is that there are nearly 133 minor ports in the country and particularly in Andhra Pradesh there are 8 to 9 minor ports. In order to avoid rush in the major ports, it is also the reasonable duty of the Government to improve the minor ports.

Kakinada port is called a minor port even though the export and import operations of this minor port exceed the operations of the major port. Recently, the Asian Development Bank also gave Rs.120.75 crores for the development of Kakinada

minor port.

In this connection, I would like to know from the hon. Minister through you whether this Kakinada port will remain, after utilisation of Asian Development Bank funds, only as a minor port or it will be declared as a major port.

I would like to know when Kakinada will be declared as a major port.

I would also like to know whether in view of the vast modern coastal line area in Andhra Pradesh, the Central Government is going to develop any fishing harbour project in Andhra Pradesh.

MR. SPEAKER: Limit yourself to one question. If there are different questions,

there would not be any reply to your question.

SHRI G.M.C. BALAYOGI: I would like to know whether the Government is going to open any fishing harbour project at Kakinada and whether Kakinada port will be declared as a major port.

SHRI JAGDISH TYTLER: I would like to inform the hon. Member that Kakinada port is a minor port which falls under the jurisdiction of the State. None of the minor ports come under the Central Government.

As the exports are increasing manifold and very fast, even in the existing 11 major ports in the country there will very soon be no space left for more exports to be done through them. There will be congestion.

There is a thinking but no decision has been taken that one minor port on the Eastern coast and one minor port on the Western coast can be taken over as a major port, subject to availability of funds from the Finance Ministry.

SHRI G.M.C. BALAYOGI: My second supplementary is, nowadays, exports and imports through water source are much cheaper than the imports and exports through rail, road and also air. In this connection, there is particularly an inland water service between Madras and Kakinada (Andhra Pradesh). There is a Buckingham canal system in the country. Three years ago, the Central Government also laid the foundation stone at Rajahmundry for the survey of inland water service for the transportation of goods through water. What happened to that survey report? I would like to know whether the Government is going to restore the Buckingham canal system between Madras and Kakinada in order to export the goods through water service.

MR. SPEAKER: Does it come out of this question? If you feel, you can reply.

SHRI JAGDISH TYTLER: It does not come at all.

SHRI HARISH NARAYAN PRABHU ZANTYE: I would like to know what specific action has been proposed to ensure contingent shipment of export of goods from the Mormugao Port. What is the extent of container tariff today and what plans do you have as far as container shipment in the Eighth Plan is concerned?

MR. SPEAKER: All these questions do not really come out of the question.

SHRI HARISH NARAYAN PRABHU ZANTYE: It is very important.

MR. SPEAKER: It may be. But I am disallowing it because it is not relevant.

SHRI LOKANATH CHOUDHURY: There is a total outlay of Rs 441 crores in 1992-93 and the rest in 1991-92. In 1991-92, out of the total allotment of Rs.483.98 crores, how much of funds have been utilised. And I would like to know whether this year allotments were made to on-going projects or the new projects. How many new projects have been included and how much has been allotted for the on-going projects? In this connection, I want to know from the hon. Minister the break-up for different items out of Rs 67 crores that is allotted to the Paradeep Port.

SHRI JAGDISH TYTLER: The total outlay for the Eighth Five Year Plan is Rs 2,984 crores out of which Rs 945 crores is externally funded and the internal resource which is going to be utilised is Rs 1426 crores; internal corporate borrowing is Rs 314 crores and the budgetary support is

going to be Rs 1,244 crores minus the external aid that remains at Rs 299 crores.

As far as Paradeep Port is concerned, the total outlay is Rs 486 cores of which we have got Rs 330 crores for the Paradeep Coal Handling project, for which the hon. Member has taken a lot of interest. Out of this, the internal revenue generated is Rs 156 crores and nothing is going to come from inter-corporate borrowing. So, the total budgetary support is going to be Rs 330 crores, that is hundred per cent externally aided project.

SHRI M.V.V.S. MURTHY: Mr. Speaker, Sir, the hon. Minister has stated that there is already a congestion in the major ports. Visakhapatnam is one of the major ports. We can also see that it is one of the very profitable ports. This year, the cargo handling in this port is touching around 25 million tonnes and it is likely to reach 30 million tonnes. The hon. Minister also knows that the city is being neglected because of this. Several representations have been given saying that dirty cargo is creating environmental pollution problems. There is a proposal to create facilities at the satellite port of Gangavaram to handle this dirty cargo as well as the material that is being produced for exports and imports from the steel plant of Visakhapatnam. There are also docks that are not sufficient for the outer harbour to handle this extra tonnage of the petroleum products.

What are the steps that are being taken? The outlay that he has shown during this year is only Rs 65 crore. Is there any outlay out of it for the Gangavaram satellite port also? Is there a possibility of improving the berthing facilities?

SHRI JAGDISH TYTLER: There is no outlay because that will not come under the

Central Government.

DR. VASANT NIWRUTTI PAWAR: The question is related to development of ports. In order to have more speedy development of ports in India we have to have a peaceful harmony with the labourers and see their welfare also. I would like to ask the hon. Minister whether the Ministry of Surface Transport has entered into an accord with the labourers.

MR. SPEAKER: No, please.

DR. VASANT NIWRUTTI PAWAR: Sir, since this has to be for the development of the ports, the welfare of the labour is the most important thing.

MR. SPEAKER: The Minister appears to be very well informed. So I will allow him to answer.

SHRI JAGDISH TYTLER: I would like to inform the House through you that this is the first time a historical labour accord was signed in the country.

MR. SPEAKER: You could have made a statement on the floor of the House.

SHRI JAGDISH TYTLER: I am just saying that because it concerns the labour. I thought everybody has been so critical of the labour and since this is the first time when they have done a wonderful thing.

MR. SPEAKER: You are entitled to make a statement on the floor of the House.

SHRI JAGDISH TYTLER: We signed an agreement in Bombay Port Trust on 25th January which is where it was agreed to merge the port with the Bombay Port Trust and dissolve the Dock Layout Board. The merger thing which we gave with the help of

the labour was to increase the minimum productivity norms by 200 per cent to 300 per cent. We have also reduced the manning scale by 70 per cent. We have also introduced the interchange ability among the port workers. This is the first time this accord was signed.

We also did the same thing in Jawaharlal Nehru Port. We signed an agreement with the workers in November in which a minimum productivity of the containers moved per hours more than doubled than the existing level. Even the same thing was done in the Cochin Port Trust. This has decreased the deployment of workers per container by approximately 30 per cent. We signed an agreement with the unions to introduce an in-house stuffing and destuffing of containers. This was the first time we signed it. In Kandla we have introduced a private sector labour gang. This, I thought, the House must know.

[*Translation*]

Doordarshan Channels

*163 SHRI RAMESH CHENNITHALA:
SHRI RAJVEER SINGH:

Will the Minister of INFORMATION & BROADCASTING be pleased to state:

(a) whether the Government propose to start new channels of Doordarshan/Air during 1994-95;

(b) if so, whether facility will be provided to the viewers in Delhi, Calcutta and Bombay to see the programmes of Doordarshan channels without cable;

(c) if not, the reasons therefor;

(d) whether there is any proposal to

offer operation of channels to private hands; and

(e) if so, the details of revenue likely to be earned as a result thereof?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI K.P. SINGH DEO):

(a) During 1994-95, All India Radio proposes to introduce 20 Channels, using 5 transponders of INSAT-2B, and Doordarshan proposes to introduce 21 Channels.

(b) Viewers in Delhi, Calcutta, Bombay and Madras can see the programmes of Primary Channel & Metro Channel through terrestrial telecast.

(c) Does not arise.

(d) and (e). The matter is Subjudice.

SHRI RAMESH CHENNITHALA: It was claimed that AIR and Doordarshan have an ambitious plan to operate a large number of channels. At present the Doordarshan has six channels. It has been just said that the programmes beamed through these channels are poor, notwithstanding efforts which are being made to improve the contents of the programme. I would like to know from the hon. Minister whether any serious efforts have been made to prepare a comprehensive scheme for giving quality programmes in these channels; if so, the details thereof.

SHRI K.P. SINGH DEO: As far as programmes are concerned, it was for the first time that five channels came on the 15th of August. The programmes were to be reviewed after three months because it was an experimental thing. The Inset 2-B came