

the level of import of a commodity which is otherwise essential because the level of import is not essential.

(Interruptions)

SHRI SYED SHAHABUDDIN: What about luxury items? *(Interruptions)*

SHRI NANI BHATTACHARYA: In his reply, the Minister had said that confining the capital goods imports to available lines of credit would also compress imports.

May I request the Minister to answer about compressed imports in respect of other items which are supposed to be essential. I do not think that you are contemplating to compress the non-essential imports. Would you kindly say what is the result?

SHRI NIRMAL KANTI CHATTERJEE: During the last three months.

SHRI NANI BHATTACHARYA: During the last three months, what is the result?

MR. SPEAKER: Only one question please.

SHRI NANI BHATTACHARYA: And how much are the compressed imports due to price rise and foreign exchange also?

SHRI P. CHIDAMBARAM: Sir, as a result of import compression measures taken by the previous Government, actual user licensees in 1990-91 over the corresponding period 1989-90 reduced by 24 per cent, registered exporters reduced by 1 per cent and

other categories reduced by 11 per cent.

I do not believe that there has been any import compression in essential items. It is not our intention to do any import compression in essential items. The measure that we have taken for import compression this year, I believe, will lead to import compression of approximately Rs. 3,000 crore. I think, the Indian economy particularly in manufacturing sector, can live with compression of about Rs. 3,000 crore.

I think, Mr. Nirmal Kanti Chatterjee has prompted him about the last three months. The result is that in rupee terms, in April, total imports went down by 11.6 per cent, non-oil imports went down by 15 per cent.

In May, as compared to previous May, the total imports went up by only 1.2 per cent which means that there has been an effective import compression. Non-oil imports went down by 13.7 per cent. Import compression has taken place. *(Interruptions)*

Development of Minor Ports

*104. **SHRI ARJUN CHARAN SETHI:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the minor ports in the various States proposed to be developed during the Eighth Five Year Plan period;

(b) the total amount proposed to be spent thereon, State-wise;

(c) whether the Government of Orissa has recommended to the Union Government for the development of Gopalpur minor port during the above period; and

(d) if so, the reaction of the Union Government thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) The development of minor ports is the responsibility of the concerned State Government. There is no proposal at present for Central Government to select or develop any minor port.

(c) and (d) A proposal was received in May, 1988 from Government of Orissa. The main traffic projected was thermal coal. In view of the existing and proposed facilities at Paradip Port, Central Government is of the view that a second outlet for thermal coal in the vicinity of Paradip will not be necessary during the VIII and at least till the middle of the IX Plan period.

SHRI ARJUN CHARAN SETHI : Mr. Speaker, Sir, my question was about the details of the minor ports in the various States proposed to be developed during the Eighth Five Year Plan period. The answer is that it is the responsibility of the State Government.

In the second part of the answer he said that a proposal was received from the State Government of Orissa. Sir, if it is the responsibility of the State Government, then is the proposal rejected? .. (Interruptions) .. I have asked a specific question as to whether

the proposal has been received or not. In the first portion of the answer he says that it is the responsibility of the State Government and in the second portion, he says, 'However, a proposal has been received'. I would like to know from the Minister the total amount proposed to be spent, as I have asked in 'b' part of my question .. (Interruptions) .. He should answer my question Sir.

SHRI JAGDISH TYTLER : I would like to inform the hon. Member that I will not be able to answer questions which does not concern this Ministry. It concerns the State Government. A proposal was received for the Gopalpur port. But we find that it is not necessary because we have the facilities already at the Paradip Port.

SHRI ARJUN CHARAN SETHI : If it is the responsibility of the State Government, then has the proposal been rejected ?

SHRI JAGDISH TYTLER : It is not the question of rejecting the proposal. I am already giving the required facilities at the second port.

SHRI SRIBALLAV PANIGRAHI : I would like to know from the hon. Minister as to what are the existing and proposed facilities at Paradip Port for transportation of thermal coal from Orissa through Paradip Port so that it does not necessitate for another minor port to be developed for the purpose. I belong to Orissa and so, I know that the facilities at Paradip Port are inadequate. I would also like to know as to whether or not any assessment has been made on the transportation of thermal coal from Orissa

to be sent to the South through Paradip Port and whether the existing facilities are adequate at that Port or not. If not, is he proposing to provide the necessary facilities there? It is a fact that huge amount of coal is required to be sent to the South from Orissa for a number of thermal power plants there?

SHRI JAGDISH TYTLER : In view of the infrastructure already available at Paradip Port and also the large scale expansion of port facilities for handling thermal coal being planned there, a view was taken that a second outlet may not be necessary which the Orissa Government had asked for. But I would like to inform the House about one point. It is estimated that Paradip Port can be used for handling up to about 30 to 35 million tonnes of thermal coal. The Central Electricity Authority has projected that by 2000 AD, the export from Talcher Coal Fields for coastal thermal power station in South India would go up to 32 million tonnes and may even increase beyond 32 million tonnes. So, right up to 35 million tonnes, I have got the facilities.

Third Aircraft Carrier for Navy

*105. **PROF. K. V. THOMAS :** Will the Minister of DEFENCE be pleased to state :

(a) whether any decision has been taken for the construction of the Third Aircraft Carrier for the Indian Navy ; and

(b) if so, the details thereof ?

THE MINISTER OF DEFENCE (SHRI SHARAD PAWAR) : (a) No, Sir.

(b) Does not arise.

PROF. K. V. THOMAS : Sir, in the Eighth Lok Sabha, when a similar question was asked in this House, the then Defence Minister, Shri. K. C. Pant gave an answer that it was under consideration of the Government of India to have a third aircraft carrier and the present two aircraft carriers, particularly the INS Vikrant, are in an obsolete stage. I would like to know whether the Government is considering the need to acquire a third aircraft carrier for the Indian Navy, keeping the security environment in view.

SHRI SHARAD PAWAR : Because of the high cost of the aircraft carrier, we are not in a position to afford a third aircraft carrier. We have taken a conscious decision to continue to use the two aircraft carriers only and that is sufficient at this stage.

AN HON. MEMBER : Sir, Army personnel were demanding one rank one pay .. (*Interruptions*)

MR. SPEAKER : This question pertains to aircraft carriers. Your supplementary is not relevant. Please sit down.

Use of Electronic Voting Machines

*107. **SHRI LAL K. ADVANI :**
SHRI ATAL BIHARI
VAJPAYEE :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether suggestions for use of electronic machines in elections have