

SHRI P. CHIDAMBARAM: This is an entirely different question. This has nothing to do with decanalisation as such. This is a question about the import policy one should follow. Now, import restrictions are of different kinds. One kind of import restriction is by licensing. Another kind of import restriction is by tariffs. The third kind of import restriction is by quantitative restriction. We believe that the most effective way to control imports is by tariffs and not by licensing or by quantitative restriction. But this is a long term goal. What I have said in that statement is that we will control imports by the method of tariffs and this is what has been attempted by the Finance Minister in his Budget. This is a continuing exercise. So far as licensing is concerned, we would like to remove it over a period of time. Whatever raw materials that are not available in this country will not be imported and they will be controlled by high tariffs. Tariff barriers will be there to control imports.

Ferry Service between Bombay and Goa

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*167. **SHRI SHANKARJI VAGHELA:**

DR. A. K. PATEL:

Will the Minister of **SURFACE TRANSPORT** be pleased to state:

(a) whether Government propose to resume the ferry service between Bombay and Goa for the convenience of the people of these areas as also of tourists;

(b) if so, the details thereof;

(c) whether any proposal for acquiring new ships for service between Bombay and Goa has also been considered; and

(d) if so, the outcome thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

(c) and (d) Government have permitted M/s. **SATYA GIRI SHIPPING COMPANY** to acquire two high Speed Catamarans for plying on the Bombay-Ratnagiri-Panaji route. This Shipping Company has since deposited initial payment to the seller in respect of the first catamaran while the sanction for acquisition of the second catamaran is valid upto 14-8-1991. The Government have also permitted M/s. **LINK-on-SEA-LINK** to acquire a Catamaran to ply on Bombay-Goa route, and this sanction is valid upto 31-10-1991.

[Translation]

SHRI SHANKARJI VAGHELA: Mr. Speaker, Sir, the hon. Minister has thought about Goa and Bombay technically only. Had he given the reply after applying his mind, probably the reply would have been something else. I would like to say through you, that the condition of railways is well know, and so is the condition of the roads. Very recently the hon. Minister of Finance increased the prices of petroleum products. That also you know. You also know the condition of the entire transport system. In view of the above, will the hon. Minister be pleased to state whether the Government is going to accord priority to water transport over the road, rail and air transport as the former will be cheaper and the distance will be cut short?

MR. SPEAKER: Vaghelaji, you are going from specific to general. It should not be so.

SHRI JAGDISH TYTLER: There was such a scheme but we had to suffer heavy loss on it. So it was withdrawn. We are granting permission to State Governments and private parties. Permission had been granted even before I took charge of this Ministry as Minister. There are about five such companies who had sought permission and it has already been granted to them. We want that permission should be granted throughout the country, not to speak of Bombay and Goa alone.

SHRI SHANKARJI VAGHELA: Mr. Speaker, Sir, I would like to know from the hon. Minister through you whether this scheme would be implemented by private parties within a period of six months or a year? Because sometimes it is said that it would be implemented from August, and some other time it is being said that it would be implemented from October. May I know from the hon. Minister whether it would be implemented through private individuals within a definite time limit?

SHRI JAGDISH TYTLER: Mr. Speaker, Sir, we have already issued the sanction order. We have prescribed certain dates in the sanction. If the dates are over, we will see whether they have acquired the vessels or not.

[*English*]

DR. A. K. PATEL: Sir, Goa is now-a-days becoming a spot of tourist attraction because the people do not visit Kashmir for known reasons. I think, top priority should be given for ferry services between Bombay and Goa.

As my colleague has asked the question, I would ask the Minister, what concrete steps have been taken for the ferry service. What time-bound action would be taken for this purpose? What progress was made during this period? When is the private party going to start ferry service?

MR. SPEAKER: That was answered by the Minister.

SHRI JAGDISH TYTLER: I would like to give details to the hon. Member. There are five companies. One, Satya Giri Shipping Company has given a proposal to acquire two second-hand high speed boats from abroad in principle. They had put an application in 1987 and this sanction was valid right up to 1988. Later on, this was cancelled.

But later on, Satya Giri Shipping Company applied for acquisition of

two second-hand Catamarans. This letter of sanction was issued on 6-12-89.

The West Coast Hover Craft Pvt. Ltd., Bombay applied. Their date of application was 17-11-1988. Of course, rejection letter was issued because they did not go through the norms which the Government prescribed.

Then, there is Binkam Shipping Company. They also applied for acquisition of second-hand catamaran in principle. This proposal was sanctioned on 30th May, 1989. Then, we had Great Eastern Shipping Company which also applied for acquisition of two second-hand Catamarans from abroad. The letters of sanction were issued and were valid up to 6-5-1990 and 7-9-1990. The number of passengers it would carry was 250 each. The cost, of course, was there.

A number of companies have applied and we were not hesitant in giving permission.

I am only waiting for these people to acquire the ships and high-speed boats so that they can serve the people in Bombay who want to travel to Goa and vice-versa.

SHRI SUDHIR SAWANT : Earlier a number of ports in this area were served with ferry service. The hon. Minister has mentioned that licences have been given only for plying a ferry service from Bombay-Ratnagiri-Goa. It is inadequate. There are a number of ports which require this service. I would like to ask the hon. Minister if there is any plan for granting licences to other ports and also to developing these ports.

Secondly, licences have been granted only up to 14-8-1991 and 31-10-1991 and no ferry service has yet started. Is there any proposal to extend these licences and, if so, to which companies?

SHRI JAGDISH TYTLER: Anybody who does not complete acquisition of vessels by the date which they

have informed the Government applies for extension and, if there are genuine reasons for extending, we give extension. But again I want to tell you that there is no restriction anywhere in the country, subject to the clearance of Defence in certain parts, that we will not allow ferry service.

Export of Cashewnut, Pepper and Marine Products

*171. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of COMMERCE be pleased to state:

(a) whether there has been fall in the export of cashewnut, pepper and marine products from Kerala during 1990-91;

(b) if so, the reasons therefor; and

(c) the total amount of foreign exchange earned from the export of cashewnut, pepper and marine products from Kerala during 1990-91?

THE DEPUTY MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI SALMAN KHURSHEED): (a) to (c) A statement is laid on the Table of the House.

STATEMENT

(a) and (b) Separate state-wise export figures are not maintained. While exports of cashewnuts and marine products recorded an increase during 1990-91, there was a fall in the export of pepper mainly due to the high price of Indian pepper as compared to pepper of rival origins, lower production and the Gulf Crisis.

(c) According to the provisional data available, the export of cashewnuts, pepper and marine products were as follows during 1990-91:

Item	Value in Rs. crores
Cashewnuts	443.50
Pepper	111.00
Marine Products	893.37

(Source: Cashew Export Promotion Council, Spices Board and MPEDA)

SHRI V. S. VIJAYARAGHAVAN: I want to know whether there was an increase value-wise in respect of cashew and marine products in 1991 and, if so, the details.

SHRI SALMAN KHURSHEED: There was an increase in marine exports from Rs. 635 crores to Rs. 893 crores in 1990-91. On cashew, the export increase was from Rs. 360 crores in 1989-90 to Rs. 443 crores in 1990-91.

SHRI V. S. VIJAYARAGHAVAN: What steps are being taken to make Indian pepper competitive in the international market?

MR. SPEAKER: If statistics are not available, you can send them.

SHRI SALMAN KHURSHEED : Steps are being taken including interaction with international agencies. The problem that arises is pepper is an exclusive crop. There is also the problem of drop in prices in the world market. We are aware of all these and steps are being taken with international agencies, to ensure that prices would not drop. The main reason is drop in world prices because of the demand and supply position.

SHRI SYED SHAHABUDDIN: The hon. Minister has given the figure in terms of rupees. I would like to know whether there has been a rise or fall in the export of these items in terms of quantity and in terms of unit earning. If there has been a fall in some countries and a rise in some other countries, in that case please give the names of the countries to which our exports have fallen in this context.

SHRI SALMAN KHURSHEED : Sir, there is an increase both in terms of quantity as well as amount regarding export. If the hon. Member wants the details, we will give the same in writing.

SHRI E. AHAMED : The hon. Minister has replied that earning in respect of Cashew is much less than