

Loss Incurred on Account of Drive for Branch Expansion of Nationalised Banks

*733. SHRI SHYAMNANDAN MISHRA: Will the Minister of FINANCE be pleased to state :

(a) whether any loss has been incurred on account of recent drive for Branch expansion of nationalised banks;

(b) if so, the extent of loss incurred and the arrangement by which it is sought to be made good in order to prevent set back in Branch-expansion drive; and

(c) whether some of the newly started branches have been closed?

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): (a) and (b). Working results of new offices of the banks should be judged only after a reasonable period of time and, therefore, it is too early to assess the performance of the new offices of the nationalised banks opened after their nationalisation. However, as no nationalised bank has incurred any loss on the totality of its operations, the question of any setback to branch expansion on this ground does not arise.

(c) No, Sir. Only one Office of a nationalised bank opened prior to nationalisation was merged with another office in the same locality in August, 1970.

SHRI SHYAMNANDAN MISHRA: I want to know whether there has been any regional variation in the institutionalisation of savings through these banks; that is, whether there has been a more rapid institutionalisation of savings in certain areas than in others.

SHRI YESHWANTRAO CHAVAN : I think there is quite a possibility of such variation because the development potential of some areas is more than others not only because of natural resources but because of many other reasons as well. For example, one can say that this growth potential in Haryana and Punjab rural areas is better than possibly in Orissa because of many other factors. So, in answer to that I should say, "Yes".

SHRI SHYAMNANDAN MISHRA : What has been the order of transactions in

terms of deposits and advances, generally speaking, in these new branches?

SHRI YESHWANTRAO CHAVAN : I find that the transactions in terms of deposit mobilisation and advances also vary from region to region.

SHRI P. NARASIMHA RADDY : May I know whether a direction has been given to these nationalised banks to go slow with branch expansion and whether, having incurred capital expenditure for opening branches the nationalised banks are not proceeding with actual opening in some districts of Andhra Pradesh?

SHRI YESHWANTRAO CHAVAN : Branch expansion, as a matter of fact, is going according to some planning. I thought, the thrust of the question that was put was whether we were going at a disproportionately faster rate. That was my fear. The lead banks scheme is a new approach by which we are trying to make the lead bank responsible for each area to take initiative and start new branches. New programmes for starting a number of branches in these areas have also been planned and they are going according to the scheme.

SHRI RAJA KULKARNI : Is it not the practice of the nationalised banks to have a survey and collect the report of the localities before opening a branch?

SHRI YESHWANTRAO CHAVAN : Yes, that is the normal practice.

Expansion of Cochin Port in Kerala

*734. SHRI A. K. GOPALAN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are considering a plan for the expansion of Cochin Port, Kerala;

(b) if so, the main features thereof; and

(c) when a decision is likely to be taken in this matter?

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) to (c).

A programme costing Rs. 17.89 crores has been approved for the development of Cochin Port during the Fourth Five-Year Plan. The Plan programme includes mainly the construction of an Oil Dock for catering to deep-drafted oil tankers, an open berth for handling bulk cargo, a transit shed-cum-baggage shed for providing passenger facilities, the acquisition of three new dredgers, a new tug and a variety of cargo handling equipment to improve the handling capacity of the Port.

SHRI A. K. GOPALAN : Has the work on this project started?

SHRI RAJ BAHADUR : The work on the project has started. In fact, in 1969-70 we incurred an expenditure of Rs. 1.14 crores, in 1970-71 of Rs. 2.23 crores and for 1971-72 the budgeted expenditure is Rs. 5 crores.

SHRI A. K. GOPALAN : Has it come to the notice of Government that the existence of the explosives berth at Cochin Port is hindering many shipping lines from coming to Cochin if so has any decision been taken or will a decision be taken for shifting the explosives berth from Cochin?

SHRI RAJ BAHADUR : I would require a separate notice for that. In fact, I am sorry, I am not aware of it.

SHRI M. K. KRISHNAN : May I know from the Minister whether there is any proposal regarding the construction of the oil dock suggesting that it will be more desirable for the future development of the port to construct a berth connecting Kandle and Vailarpadam islands instead of developing a new triangular island out of the back waters; and, if so, what is the reaction of the Government?

SHRI RAJ BAHADUR : I have already announced it is proposed to construct a new oil dock costing about Rs. 10 crores. At the moment the oil tanker is the main traffic for the port and the capacity of the port is to entertain ships upto 30,000 ft. DWT with a draft range of 30 ft. When the oil dock comes into being the port will be able to entertain big tankers of the capacity of 80,000 ft. DWT with draft ranging upto 40 ft.

SHRI C. M. STEPHEN : In view of the fact that the execution of this plan will take a period of time, whether the Government has fixed any priority with regard to dredging. Whether in the matter of fixing the priority in view of the fact that there has been clamorous demand from the different parts of Kerala—the provision for the dredgers will be given the highest priority?

SHRI RAJ BAHADUR : The total cost during the Fourth Plan on the programme is Rs. 17.89 crores and we are giving priority and laying down those priorities in order to ensure that the best results are achieved. Along with the oil dock we are also going to provide for the dredging of the channel and for the acquisition of the dredgers.

SHRI B. V. NAIK : May I know from the hon. Minister whether in the whole of West Coast there is sort of imbalance of development of the West Coast area of Mysore State and that the imbalance is developing by the disproportionate development of the Kerala port?

SHRI RAJ BAHADUR : I think that is not correct because Mysore has had a fair share in the development of West Coast. If the hon. Member is interested, I may be able to give him figures.

Airlines indulging in under-cutting of Fares

*735. **SHRI C. CHITTIBABU :** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether Air-India offers rebate on group travel and if so, the salient features of the scheme in this regard;

(b) whether other Airlines have been undercutting the air-fares thus neutralising the advantage to Air India; and

(c) if so, the action taken or proposed to be taken to check this malpractice?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SAROJINI MAHISHI) :

(a) Yes, Sir. Air India, being a member of International Air Transport Association, offers the same discounts on normal fares as other I. A. T. A. carriers. Current I.A.T.A. regu-