

STATEMENT

People on the Waiting List for Telephones Connections in Tamil Nadu, District-wise and Madras city

Sl. No.	Name of Telecom District	No. of Waiting List
I. 1.	Chingleput	7716
2.	Coimbalore	47650
3.	Coonoor	3543
4.	Cuddalore	8742
5.	Dharmapur	5744
6.	Erode	19965
7.	Karaikudi	6881
8.	Madurai	20271
9.	Nagercoil	6679
10.	Pondichery	4982
11.	Salem	25757
12.	Thanjavur	16954
13.	Tirunelveli	6690
14.	Trichy	27138
15.	Tuticorin	7159
16.	Vellore	14492
17.	Vridhachalam	4518
	Total:	234881
II. 18.	Madras	82574
	Grand Total :	317455

Autonomy to Ports

1915. SHRI GURUDAS KAMAT: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to grant financial and administrative autonomy to ports; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Major Port Trusts are autonomous bodies under the Major Port Trusts Act, 1963. The existing framework of the Act is flexible enough to enable the port trusts to generate their own revenues and resources needed for development and modernisation.

Delinking Vadinar Port

1916. SHRI SHIVLAL NAGJIBHAI VEKARIA:
SHRI CHANDRESH PATEL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government of Gujarat has approached the Union Government to delink the Vadinar Port excluding the OIL terminal from Kandla Port Limit;

(b) if so, the details thereof; and

(c) reaction of the government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF

SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The Government of Gujarat had approached the union government for delinking Vadinar Port excluding the oil terminal, from the Major Port at Kandla.

(c) Due to the buoyant trend in oil traffic, the oil terminal at Valinar is proposed to be expanded. The unutilised land area is required by the Kandla Port Trust for creating secondary facilities like godowns, oil storage towers etc., to cater to the increased traffic consequent to the expansion. Therefore, it is not possible to delink Vadinar from Kandla Port.

Vehicular Pollution in Delhi

1917. SHRI GOPI NATH GAJAPATHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the steps taken to check vehicular pollution in Delhi; and

(b) the extent to which the steps have been successful in checking vehicular pollution?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The norms for vehicular emission are prescribed under Rule 115 of Central Motor Vehicles Rules, 1989. Provisions have also been made to take punitive measures against polluting vehicles. The enforcement teams of the Government of NCT of Delhi have been checking the vehicles regularly for violation of these statutory norms. Provisions have also been made for installation of pollution checking facility for petrol and diesel driven vehicles in the districts of Delhi.

Further, to reduce vehicular pollution, Government have decided to supply lead free petrol in Delhi through selected outlets w.e.f. 1.4.95. It has further been stipulated that w.e.f. April 1, 1995 all manufacturers of 4 wheeler petrol driven vehicles shall fit in such vehicles as are registered in first sale in the cities of Delhi, Bombay, Calcutta and Madras from the aforesaid date noble-metal based catalytic converters of at least an oxidative type and with an OEM certification. Necessary action has been initiated to create public awareness about the ill-effects of polluting motor vehicles.

(b) No such survey has been conducted to know the impact of these anti-pollution measures.

[Translation]

Excavation in Tribal Gujarat

1918. SHRI N.J. RATHVA: Will the Minister of MINES be pleased to state:

(a) the details of all gold and copper mines in Gujarat, particularly in the tribal areas of the State, where Government have discontinued excavation work since 1957;

(b) if so, the reasons for discontinuing excavation work at these mines;

(c) whether the Government propose to restart excavation in these mines; and