

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS (SHRI K. NATWAR SINGH) : (a) The amount of subsidy paid to the fertilizer units under the retention price scheme, year-wise, from 1981-82 to 1985-86, is as follows :

Year	Amount of subsidy (Rs. in crores)
1981-82	275
1982-83	550
1983-84	900
1984-85	1200
1985-86	1600

(b) The subsidy is paid per tonne of the product and represents the difference between the fair retention price fixed by the Government and net realisation of the manufacturer from the sale of fertilizers at Government controlled prices. The retention price comprises the cost of production, interest on borrowings and the return on net worth. The cost of production is worked out, adopting the normative capacity utilisation of Ammonia plant at 80% and of Phosphoric Acid plant at 70% and the stipulated consumption norms in regard to raw materials and utilities. Other items like cost of packing, conversion costs, selling expenses, minimum statutory bonus and depreciation are also included in the cost of production. To the cost of production so determined, interest on borrowings and post-tax return of 12% on the net worth, are added to arrive at the retention price of a particular product.

(c) As the cost of production is worked out on the basis of normative capacity utilisation, it is in the interest of the manufacturers to operate their plants at as high a level as possible. If the capacity utilisation of a fertilizer plant is more than the normative level and it consumes feedstock/ utilities at the stipulated levels, the profit of the unit will be more than the post-tax return of 12%. If, on the other hand, the capacity utilisation is less than the prescribed level or if the consumption of raw materials,

etc., is more than the normative levels, fixed by the Government, the unit will earn less profit or even incur losses. The retention price scheme, therefore, contains inbuilt incentive for good performance and disincentive for poor performance.

There has been substantial increase in indigenous production of fertilizers over the years. Imports of fertilizers have, however, continued to be necessary as the indigenous production is inadequate to meet the rising demand for fertilizers. However, to the extent indigenous production of fertilizers has increased, there has been a corresponding containment of imports.

[*Translation*]

Earning by Akashvani from Advertisements

2396. SHRI JITENDRA PRASADA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state the income earned by Akashvani from advertisements during the financial year 1985-86 ?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) : The net revenue earned by Akashvani from advertisements during the financial year 1985-86 is approximately Rs. 16.93 crores.

[*English*]

Export of Marine Products

2397. SHRI I. RAMA RAI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government propose to import deep-sea fishing vessels with a view to increasing the exports of marine products available from the deep-sea;

(b) the share of Kerala in the export of marine products at the national level; and

(c) the measures taken to improve inland fishing in Kerala ?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION (SHRI YOGENDRA MAKWANA) : (a) The

Government envisage to promote building up a sizeable fleet of deep sea fishing vessels through import as well as indigenous in order to optimally utilise the available fishery resources in the Indian Exclusive Economic Zone as well as to increase the export of marine products.

(b) Out of the total export of 86187 tonnes of marine products during 1984-85, the share of Kerala State was 31570 tonnes.

(c) Some of the important measures taken by the Central Government to improve inland fisheries in Kerala are, as follows :

- (i) National Fish Seed Programme construction of hatcheries and fish seed farms.
- (ii) Establishment of Fish Farmers Development Agencies to promote fish culture at district level.
- (iii) Development of coastal areas for brackish water fish/prawn farming.

Interim Development Plan for National Capital Region

2398. SHRI ANAND SINGH :
SHRI SOMNATH RATH :
SHRI BALWANT SINGH
RAMOOWALIA :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether an interim development plan for the National Capital Region has been prepared;

(b) if so, what are its salient features and details of outlays, item-wise; and

(c) whether the N.C.R. Planning Board has considered and approved the plan ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) Yes, Sir.

(b) The Planning Committee of the National Capital Region Planning Board has, in the draft interim development plan prepared by it, which is at present under the consideration of the Board, identified eight towns in the Region to be developed with a

view to counteracting the pull factors exerted by Delhi and also absorbing the diverted flow of population from Delhi and the Delhi Metropolitan Area. The Committee has also proposed a location policy for Central Government and public sector offices vis-a-vis the Region, which envisages that the existing public sector offices whose location in Delhi is not justified on the basis of certain criteria should be shifted from Delhi, preferably, but not necessary, to the identified eight towns referred to above.

(c) No, Sir.

Take Over of General Cargo Berth of Visakhapatnam Port by SAIL

2399. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether the SAIL authorities are intending to take the general cargo berth of Visakhapatnam Port for transporting imported coking coal;

(b) whether it involves any environment problems in receiving, transportation and stacking of coal due to closeness of town area and if so, the details thereof;

(c) whether it also involves conversion of berths into mechanical handling berths and other facilities for taking the cargo from berths to the stacking area;

(d) whether conveyor is to pass over from the general cargo berth upto the stacking ground;

(e) whether transporting coking coal from the general cargo berth to the east yard dumps by way of overhead conveyor belt will result in coal dust flying and spreading over the town area; and

(f) whether the matter has been examined from the environmental point and if so, with what results ?

THE MINISTER OF STEEL AND MINES (SHRI K.C. PANT) : (a) to (f). The question of utilising the General Cargo Berth of the Visakhapatnam Port for import of coking coal for the integrated steel plants