

(15) A greater emphasis on programme of cultural development and their integration with these of education and

(16) Special programmes of pre-school development.

Extension of Konkan line from Panjim to Mangalore

1779. SHRI B. V. NAIK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have accepted the suggestion of the National Shipping Board dated the 3rd December 1973 to examine the extension of the Konkan line from Panjim to Mangalore; and

(b) if so, the decision taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). At the meeting of the National Shipping Board held on 3rd Jan., 1974, the Board decided to recommend to the Government that the Konkan Service may be extended to Mangalore. The suggestion is receiving attention of the Directorate General of Shipping and the Mogul Lines.

Loan to Maharashtra for break-water wall in Ratnagiri Harbour

1780. SHRI SHANKERRAO SAVANT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the amount of loan demanded by the Government of Maharashtra for the break-water wall in the Ratnagiri Harbour;

(b) how much of it has been given so far; and

(c) what decision is taken regarding the remaining portion of the loan?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI PRANAB KUMAR MUKHERJEE): (a) An amount of Rs. 107 lakhs was allocated for the development of Ratnagiri port during the Fourth Five Year Plan. The State Government have requested for an additional amount of Rs. 150 lakhs for, among other things, extension of break-water from 1500' to 1900',

(b) An amount of Rs. 92 lakhs was released to the State Government up to the end of 1972-73 and a sum of Rs. 3 lakhs is proposed to be released during the current financial year.

(c) The matter has been taken up suitably with the Planning Commission.

Development of Fishing Port on Maharashtra Coast

1781. SHRI SHANKERRAO SAVANT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Maharashtra have made any proposal for the development of fishing ports in that State;

(b) if so, the gist of the proposal; and

(c) what decision and action has been taken by the Government in the matter of the development of fishing ports in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE): (a) The Government of Maharashtra suggested provision of landing and

berthing facilities for fishing vessels at as many as 21 sites.

(b) The proposals from the Maharashtra Government include provision of self-contained harbours at Mirkarwada, Dighi and Dahanu and, minor facilities at Agrao, Datiware, Padve Jeevana, Karanja, Mora, Burondi, Sakrinate, Paj Harnal Vashi, Mandad, Rajpuri, Purnagad, Kasar Veli, Achra, Karul, Ade Uttamber and Kelshi, involving an expenditure of Rs. 10.5 crores.

(c) In respect of Mirkarwada, the State Government have been requested to furnish a revised proposal in the light of a review made recently.

The nature of facilities proposed to be provided at Dighi is tied up with a decision on the location of a deep sea fishing harbour at Sassoon Dock, as the latter is likely to be deferred due to very high cost. This is under consideration of Government.

Sanctioning of the project for Dahanu could not be proceeded with in the absence of an economic evaluation report, which has recently been furnished by the Project on Pre-investment Survey of Fishing Harbours.

In regard to the provision of landing and berthing facilities for fishing vessels at 18 other centres, based on the extent of fishing activities, engineering and economic considerations, the proposals for Agrao, Datiware, Padve and Jeevana are under consideration. The proposal for Karanja has, however, been referred to the Project on Pre-investment Survey of Fishing Harbours for a detailed technical scrutiny, as it involves an expenditure of more than Rs. 10 lakhs.

It may also be mentioned that the total provision for berthing and landing facilities at minor ports is only 12.0 crores in the Fifth Plan. There would, therefore, be difficulty in meeting the requirements of minor fishing harbours in full of all the Maritime States.

Development of Nhava Sheva Port

1782. SHRI SHANKERRAO SAVANT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have decided to develop the port at Nhava Sheva during the Fifth Plan period;

(b) if so, in what manner and at what expenditure;

(c) whether the Bombay Port Trust has offered to spend large amounts on the development of this port at Nhava Sheva; and

(d) if so, how far has their offer been accepted?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). A decision on the Nhava Sheva Port Project will be taken when the reports of three Working Groups appointed for the purpose of examining the traffic estimates and other aspects of the Project, are available.

(c) and (d). The Nhava Sheva Project as proposed by Bombay Port Trust is likely to cost Rs. 51.74 crores on estimates made in 1971. The Bombay Port Trust propose to spend Rs. 30 crores from their own funds on their development works in the Fifth Five Year Plan.

Proposal to increase emoluments and perquisites of M.Ps.

1783. SHRI SHANKERRAO SAVANT: Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state:

(a) whether there is any proposal to increase the emoluments and perquisites of the M.Ps; and

(b) if so, the contemplated increase?