

and equal protection of the laws for every persons within the territory of India, whether such person is a man or a woman, or a citizen or an alien. Then, by way of illustration of this basic principle, article 15 prohibits discrimination against any citizen on grounds *inter alia* only of sex; and article 16 provides for equality of opportunity in matters of public employment and prohibits discrimination in respect of any employment or office under the State on grounds *inter alia* only of sex. Not only that, by clause (3) of article 15, it is made clear that special favoured treatment may be provided for women. Then, article 39 lays down as a directive principle of State policy that the State shall, in particular, direct its policy towards securing that there is equal pay for equal work for both men and women and that the health and strength of women workers, among others, are not abused.

(c) The machinery to implement these constitutional provisions are the various organs of the State and if there is any infringement of the fundamental rights relating to equality before the law, it is the duty of the judicial organ of the State, namely, the courts of law, especially, the Supreme Court and the High Courts to set right such infringement.

Subsidiary Port to Bombay

4391. Shri Dighe:
Shri Mukane:

Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether Government are considering to open a subsidiary relief port with a view to reduce the pressure on Bombay Port; and

(b) if so, the ports being surveyed for the purpose?

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): (a) and (b). The Bombay Port Trust's Consulting Engineers have been commissioned to prepare a Master

Plan for the future development of Bombay Port. As part of the Master Plan, investigations are in progress as to the feasibility of siting additional Port facilities in the Nhava-Shewa area on the eastern side of Bombay Harbour, off the main land.

The details of the Scheme for the development of a satellite port at Nhava-Shewa have not yet been worked out. Certain natural advantages which make the site suitable for development of port facilities, viz. natural deep water, possibility of providing an easy access by road and rail, availability of power and water supplies within easy reach, large areas of undeveloped land in the immediate vicinity for the development of port-based industries etc. have led to the conclusion that the future development of the port should take place at this site rather than at the present dock system, which offers very limited scope for further expansion, owing to the highly congested development all around and the heavy pressure on the road and rail approaches. Investigations are, therefore, in progress as a part of the Master Plan for working out detailed proposals for the development of a satellite port at Nhava-Shewa. After the necessary technical and economic investigations are completed, the exact nature and scope of the facilities required to be provided and the economic lay out of the facilities, which will be suitable for meeting the requirements of the anticipated traffic, will be determined. A clearer picture of the development scheme will emerge after April, 1967 when the Master Plan will be ready.

The scheme for the construction of a satellite port at Nhava-Shewa is estimated to cost Rs. 16 crores. A provision of Rs. 8.5 crores has been included in the Fourth Five Year Plan programme of Bombay Port.

Fertilisers for Tobacco cultivation in Andhra Pradesh

4392. Shri P. Venkatasubbaiah:
Will the Minister of Food, Agricul-