

phase, we are taking up some other States which are under negotiation with the World Bank. The primary object of this is to improve the infrastructure and health facilities at the primary level and at the village level where most of the people get affected. We have done it in Karnataka. We have done it in West Bengal. We have done it in Punjab. We have done it in Andhra Pradesh. We are, now, working into the areas of other States so that we can improve these facilities and reduce the sufferings that the women are facing.

#### Facilities at Ports

\*343. SHRI AMAR PAL SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) whether two third of the export/import volume is handled at sea ports;
- (b) whether the Government propose to improve the goods handling facilities at ports; and
- (c) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (c). A statement is laid on the Table of the Lok Sabha.

#### STATEMENT

(a) Yes, Sir. About 90% of export/import trade is being handled through the major ports.

(b) and (c). Yes, Sir. The Eighth Five Year Plan provides for an outlay of Rs.3000 crores for the development of Major Ports including Modernization and creation of cargo handling facilities. A number of Schemes have completed or are under implementation which when completed will result in increasing the capacity from 169 million tonnes at the beginning of the Eighth Plan to 228 million tonnes.

#### [Translation]

SHRI AMAR PAL SINGH : Hon. Speaker, Sir, the hon. Minister has stated in his reply that a provision of Rs.3000 crores has been made for the development and modernisation of ports in the Eighth Five Year Plan. A number of schemes have been completed.

I would like to know from the hon. Minister the names of schemes which have been completed and the names of ports which have been developed and the amount of money which has been spent on each of them.

May I know whether the Government considers it necessary to privatise ports? If so, the time by which decision is likely to be taken in this regard and the details thereof?

#### [English]

SHRI T.G. VENKATRAMAN : Sir, the list which my friend has asked for is a very long list. Now, I can give

a gist of that list. The list includes, -1992-93 - Construction of breakwater and wharf on the northern side of Androth Island in Lakshadweep. Procurement of an Oil Skimmer-cum-Buoy tender for Cochin Port.

It also includes construction of breakwater on the eastern side of Kalpeni Island in Lakshadweep and construction of multipurpose cargo berth at Paradip Port.

For Procurement of Pilot Vessel for Calcutta Port, the estimated cost is Rs.30.19 crore. For the construction of New port at Ennore near Madras for handling thermal coal, the estimated cost is Rs. 593.90 crore. For the creation of mechanised coal handling facilities at Paradip and construction of two coal berths, the estimated cost is Rs.587.41 crore. For the construction of an approach bridge to Service Berth at Jawaharlal Nehru Port, the estimated cost is Rs.13.09 crore. For the construction of Breakwater and Wharf at MUS in Car Nicobar, the estimated cost is Rs.47.63 crore. For the replacement of Dredger Vikas by Bombay Port, the estimated cost is Rs.30 crore. For the procurement of three numbers of 20 Ton Electric Wharf cranes at Madras Port, the estimated cost is Rs 38 crore. For the procurement of one 32 Ton high powered BP Tractor Tug for Tuticorin Port, the estimated cost is Rs.15.40 crore.

MR. SPEAKER : Mr. Minister, you can give him the list separately.

SHRI T.G. VENKATRAMAN : Yes, Sir.

#### [Translation]

SHRI AMAR PAL SINGH : My another supplementary question is that the turn around time of ships on Indian ports ranges from 4 days to 10 days whereas this time ranges from 6 hrs. to 48 hrs on foreign ports. According to the World Bank, the Indian exporters and importers are incurring loss of Nine hundred crores of rupees. By what time, the Government is going to present this loss and whether it is a fact that though deals were struck to export 15 lakh tonnes of wheat, only 7 lakh tonnes wheat could be exported due to lack of infrastructures? If it is true, then why the Government could not fulfill the deal to export wheat which is linked with the economic condition of the farmers?

#### [English]

SHRI T.G. VENKATRAMAN : Sir, I want a separate notice for this. It is really a question which requires to be thought over. So I want a separate question on this.

SHRIMATI KRISHNA BOSE . I find that in the Eighth Five Year Plan, you have provided Rs.3000 crore for the development of major ports including modernization. Now the Calcutta Port and the adjoining Netaji Subash Dock need to be looked after and the Hooghly river these badly needs dredging operation because no big ship or even reasonably big ship can come into the Port these days. I would like to know whether you have taken up any plan out of these Rs.3000 crore for the

dredging operation of the river Hooghly in Calcutta—because until Haldia comes up, we are in great need of keeping the Calcutta Port operational.

SHRI T.G. VENKATRAMAN : Sir, we have called for the report from the Port authorities and we are waiting for it. Once we receive it, we will be able to proceed in the matter.

DR. K.P. RAMLINGAM : Hon. Speaker, Sir, due to non-availability of Railway wagons, wheat transport to Tamil Nadu is now heavily affected. Has the Minister got any proposal to allow shipping transport for wheat if a request is made from the traders and from the State Government?

SHRI T.G. VENKATRAMAN : If the proposal comes in, we will be able to look into the matter.

SHRI P.S. GADHAVI . Hon. Speaker, Sir, I would like to know whether the Government has got any plan or project or guideline to make use of the surplus funds that are with the major ports, particularly with the Kandia Port, for increasing the infrastructure facilities surrounding it. Why I am asking this because at the Kandia Port, they are not spending any money. They have got surplus funds but they are not using it for the infrastructure, for the widening of road, for cleaning and for creating hygienic conditions. People cannot stay there. All the labour class people stay in such bad hygienic conditions that they are not in a position to stay there. I would like to know from the hon. Minister whether they are going to spend the surplus fund on the infrastructure or not.

SHRI T.G. VENKATRAMAN : Sir, this question is not a single question; he has put a complicated question. I will answer the points one after another. He has asked about the leasing of berths at Kandia Port. I am going to lay a statement showing the schemes, the projects which have been approved for private sector participation wherein first comes this Kandia Port and the leasing of Berth No.6 at Kandia Port to messrs. GP Corporation Limited, Bangkok for handling of bulk cargos. Regarding other things I want a separate notice.

SHRI P.S. GADHAVI : Sir, my question is: What are the guidelines for spending of surplus funds with major port and particularly with Kandia major port?

[Translation]

#### Central Ground Water Board

344. SHRI LAKSHMAN SINGH : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether ground water level in certain States is going down rapidly;

(b) if so, the States which are affected;

(c) whether Union Government have received any scheme in this regard from certain States;

(d) if so, the names of the States and the salient features of the scheme;

(e) whether the Government have examined the schemes; if so, the reaction of the Government thereon;

(f) the efforts made by the Central Ground Water Board to check the declining underground water level in the country; and

(g) the year-wise and State-wise amount allocated by the Union Government to the Central Ground Water Board during the last five years?

THE MINISTER OF WATER RESOURCES (SHRI JANESHWAR MISHRA) : (a) to (g). A Statement is laid on the Table of the House.

#### STATEMENT

(a) and (b). Gradual decline in ground water levels has been observed in certain pockets in the States of Andhra Pradesh, Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Orissa, Rajasthan, Tamil Nadu, Uttar Pradesh, West Bengal, Punjab and National Capital Territory of Delhi.

(c) Yes, Sir.

(d) to (e). Names of the States from which schemes have been received, salient features of the schemes and the reaction of the Union Government thereto are given in the Annexure.

(f) In order to check the declining ground water levels in the country, the Union Government has circulated a "Model Bill" to the States and Union Territories to enable them to enact suitable legislation for control and regulation of the development of ground water. The Central Ground Water Board has also formulated a Centrally Sponsored Scheme costing Rs.81 crore to assist the States in recharging ground water which has been sent to Planning Commission for approval. Guidelines have been issued to State Governments/Union Territories for formulation of area-specific recharge schemes to check the declining trend in ground water levels. A Central sector scheme for recharge of ground water is being implemented by the Central Ground Water Board in the States of Maharashtra, Karnataka, National Capital Territory of Delhi and Union Territory of Chandigarh.

(g) No statewise amount is allotted to Central Ground Water Board. Amounts budgeted for ground water recharge scheme during the last 3 years was as follows :

Year	Amount Budgeted
1994-95	1.00 crores
1995-96	1.00 crores
1996-97	0.99 crores