

balance on capital expenditure, we will be left with nothing.

**DR. SUBRAMANIAM SWAMY:** It is only Rs. 28 crores.

**SHRI R. VENKATARAMAN:** It is not. I heard you patiently.

**DR. SUBRAMANIAM SWAMY:** But you have heard me wrong.

**SHRI R. VENKATARAMAN:** The point is, our requirement is for a large amount. Actually, last year, aid disbursement was of the order of Rs. 1382 crores and our repayment obligations were of the order of Rs. 858 or 859 crores. Therefore, we cannot fritter away our reserves on capital expenditure. We have got to get aid which is available to us from other countries if we want development. If we do not want development, we can fritter away the reserves and then say, we have nothing to fall back upon.

#### Export of Sugarcane

\*391. **SHRI SKARIAH THOMAS:** Will the Minister of COMMERCE be pleased to state:

(a) whether Government of India have taken a decision to export sugarcane;

(b) if so, the total quantity involved in the export programme; and

(c) the names of the countries to which sugarcane will be exported?

**THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE):** (a) No, Sir. Export of sugarcane is not allowed.

(b) and (c). Question do not arise.

**SHRI SKARIAH THOMAS:** In his reply the hon. Minister has stated that the export of sugarcane is not allowed. I would like to know whether at any time there was any proposal to export sugarcane.

**SHRI PRANAB MUKHERJEE:** In fact, it is a very peculiar position so far as sugarcane is concerned. I would like to take one or two minutes to clarify the position because a lot of misunderstanding was created in regard to export of sugarcane. So far as the export of any particular item is concerned, it is to be brought within Schedule 1 of the Export Control Order, 1977. So far as sugarcane is concerned, it was not brought within that Schedule. Therefore, legally, sugarcane could be exported. But factually, the export of sugarcane did never take place except only in two years, that is, in 1977-78, only 9 tonnes were exported to Nepal and, in 1978-79, only 141 tonnes were exported to UAE. This time, someone in January wanted to enquire from the Ministry whether sugarcane could be exported. That is why we thought that we should bring it within the purview of Schedule 1 and put a ban on the export of sugarcane. Therefore, sugarcane cannot be exported.

#### Development of Malangtoli Iron Ore deposits in Orissa

\*394. **DR. KRUPASINDHU BHOI:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there is any immediate programme for the development of Malangtoli Iron Ore deposits in Orissa in the context of increasing export of iron ore from Paradeep Port; and

(b) if so, what steps are being proposed for development of iron ore in Malangtoli?

**THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE):** (a) No, Sir.

(b) Does not arise.

**DR. KRUPASINDHU BHOI:** May I know from the hon. Minister why the NMDC while exploring this project have completed the exploration of only 3 blocks, leaving 11 blocks untouched and, in the context of Paradeep Port based steel plant which is going to be commissioned in the near future and the policy decision to be taken by the Government, will the hon. Minister take immediate steps for the exploration of Malangtoli project which has been investigated?

**SHRI PRANAB MUKHERJEE:** It is true out of 48 blocks, we have completed investigation in about 14 blocks. The rest of the investigation was not carried out by the NMDC mainly because of the reason that the capacity of Paradeep Port to handle iron ore is of the order of 3 million tonnes. The hon. Member is well aware because of the siltation problem there and, as the draft has been reduced, the ships beyond 45,000 DWT cannot be accommodated in Paradeep Port. Therefore, even if we are not in a position to utilise the existing capacity to the fullest extent, apart from that, the MMTC has sufficient quantity of iron from other mines to export from Paradeep Port. Instead of utilising those stocks, it is no use exploring new areas.

**DR. KRUPASINDHU BHOI:** The hon. Minister has said that there is silting of the Paradeep Port and there is not enough draught to accommodate ships beyond 45,000 DWT. As far as my information goes, the Paradeep Port has got the maximum draught and there is no siltation problem; no dredging has taken place for years together. I would request the hon. Minister to look into this matter and find out what is the actual draught available in the Paradeep Port. It is a wrong information which he has got from the Ministry. I contradict it. The Paradeep Port capacity is going to be increased by 10 million tonnes in future. That is provided in the Master Plan of the Paradeep Port.

In view of the low process of development of the Paradeep Port and the neglect shown by the Ministry, I would urge upon the hon. Minister to reconsider the question of developing this project which has got enormous reserves of iron ore.

I also want to know about the Paradeep Port based steel plant as to whether the Government will take a decision very soon about it. There are enormous reserves of iron ore in Orissa. The Fe content in these iron ore deposits is more than 63 per cent. It is much more than that of any other deposits in the country.

**SHRI PRANAB MUKHERJEE:** So far as the deposits are concerned, nobody is disputing that. The question is whether we should explore these mines also for export purposes mainly from the Paradeep Port. So far as the draft is concerned, 38-39 ft. vessels could be accommodated. The vessels beyond 45,000 DWT cannot be accommodated. I got the information from the Ministry concerned. I was in the Ministry of Transport and Shipping for some time.

In regard to the steel plant, I do not know how it comes out of this question. I have explained the position about the steel plants on the floor of the House.

**SHRI NIREN GHOSH:** As the hon. Member from Orissa said, there are immense reserves of iron ore there. The coal fields are also nearby. I want to know from the hon. Minister why more steel plants are not being built in Orissa itself instead of trying to disperse them throughout the country? It will save the country a huge amount of expenditure. Orissa is one of the poor States.

**MR. SPEAKER:** The question does not arise.

**SHRI PRANAB MUKHERJEE:** It is known to the hon. Member that in this country we have huge iron ore

reserves. But we do not have the money to convert all that iron ore into steel and have steel plants or pelletisation plants.

**New aircraft as stand-by for use as a relief flight**

**\*397. SHRI K. PRADHANI:  
SHRI BALASAHEB VIKHE  
PATIL:**

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to lay a statement showing:

(a) is it a fact that the two airlines are acquiring new aircraft to be stationed as a stand-by for use as a relief flight;

(b) if so, how many and of what type the aircraft are being acquired.

(c) what is the detailed strength of the present fleet with the Indian Airlines and Air-India.

(d) to what extent the acquisition of new aircraft will add to the present seating capacity,

(e) whether the two Airlines have any programme to further strengthen their fleet in 1982-83 and onwards; and

(f) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) and (b) Indian Airlines are acquiring 8 Boeings and 2 Airbuses during financial years 80-81 and 81-82 by way of augmentation of the fleet to cater to the growing demand for air travel, no aircraft is earmarked as a stand-by; but, time schedules are worked out keeping in mind the need for maintenance, repair, periodic check-up as well as stand-by requirements

(c) The present operating fleet of Indian Airlines and Air-India is as under:

*Indian Airlines :*

Airbus A300 B2 . . . . .	6
B-737 . . . . .	14
F-27 . . . . .	8
HS-748 . . . . .	15
(Including one on lease from DGCA)	
Total . . . . .	43

*Air-India*

Boeing 747 . . . . .	10
Boeing 707 . . . . .	8
Total . . . . .	18

(d) With the acquisition of new aircraft in 1980-81, the capacity production of Indian Airlines is estimated at 6733 million available seat kilometres which will be an increase of about 18 per cent over the capacity in 1979-80. Air-India has no plans to acquire new aircraft in 1980-81.

(e) and (f). Indian Airlines/Air-India are carrying out studies on the need for future fleet augmentation. In pursuance of these studies, Air-India has already submitted a proposal for purchase of 3 Boeings-747 aircraft during 1982-83 which is under consideration of the Government.

SHRI K. PRADHANI: May I know from the hon Minister the expected number of tourists by 1982-83 and whether the present addition of the aircraft by 1981-82 and 1983 is sufficient to meet the air traffic of our country?

SHRI CHANDULAL CHANDRAKAR: At the moment we have got tourists numbering about eight lakhs. It is expected to be increased by