

bad position. I do not want to go into an explanation as to how it is. When the power is in a bad position, it is not the ingot section that is affected, it is the rolling mill section which is effected because rolling mill is the power intensive section. When the coal is in short supply, the ingot section is affected. Those are the two maladies affecting the steel industry. Now, the steps which are taken are, we are in continuous dialogue with the DVC, we are now putting up a captive plant for generation of electricity for our own purpose, the cost of which is about Rs. 80 crores. That scheme has been finalised, it is in the process of implementation for a fall back upon. Not that we are sleeping over it. Whatever humanly is possible, steps are being taken in an effort to reverse the trend that was set in 1977-78.

SHRI SOMNATH CHATTERJEE: Mr. Speaker. Sir, two reasons have been given. (*Interruptions*). One is an ex-Minister, the other is a proxy Minister.

MR. SPEAKER: You are in between.

SHRI SOMNATH CHATTERJEE: Sir, it appears from the answers that two reasons have been identified as the cause for the going down of production, namely, inadequate supply of power and inadequate availability both in terms of quality and quantity of coking coal. May I know what is the main source of supply of power to Durgapur steel project? And if it is DVC, then what was the quantum that they are required to supply to Durgapur steel project and what has been the percentage of supply at least during this year, from January to June, 1980? So far as coal is concerned, what are the constraints in receiving adequate supply of coal both in terms of quality and quantity when it is almost in the coal belt and the coal industry is now completely under the control of the Central Government? We would like to know this as Durgapur is one of the prestige Projects in this country and it has serious impact on the economy of the country.

SHRI C. M. STEPHEN: I can appreciate the attempt to set one Ministry against another, but let me not get into that.

SHRI SOMNATH CHATTERJEE: As the hon. Minister has no answer, he is trying to sidetrack the issue.

SHRI C. M. STEPHEN: As far as his Ministry is concerned, my limit ends where I can say I am not getting what I want. The rest is with some other Ministry. I am not able to say what the constraints in that Ministry are.

As far as power is concerned, the Damodar Valley Corporation is the main supplier of power to us, the only supplier of power to us. Our total demand is 62 MVA and DVC has promised 50 MVA, but that has not been forthcoming. The result was that in March we had to close down for 19 days, in April, 1980 we had to close down for 23 days and in May, 1980 we had to close down for 30 days. That is with respect to the rolling mill.

With regard to the ingot mill, as far as coal is concerned, the same constraint is obtaining. The quality of the coal has gone down. Again, you will immediately say that I am going back to the other Government. I do not want to say anything like that. (*Interruptions*)

I do not want to provoke him, I am only taking note of his presence.

These are the constraints as far as we are concerned. As far as I know, steps are being taken to correct these constraints and put things right, both in the power sector and the coal sector, and with that the position will definitely improve.

Decision on Rajkot Airport

***598. SHRI RAMJIBHAI MAVANI:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether the decision for the expansion project for Rajkot Airport had been taken long back;

(b) if so, when it was taken and what has been the progress of the said project during the last 5 years;

(c) how much expenses were incurred during the above period;

(d) what are estimated plans, projects and expenses for the said expansion;

(e) when the expansion work is likely to be completed;

(f) whether the runway at Rajkot is not suitable for Boeing planes; and

(g) if so, the action taken so that Boeing planes can land at the Rajkot Airport?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) and (b). The decision to modify and improve the airport for Boeing landing standards has been taken. Necessary sanction has been issued.

(c) to (e). So far an expenditure of Rs. 17.92 lakhs has been incurred against the phase I project estimate of Rs. 129.33 lakhs on strengthening of runway and pavements and Rs. 39.95 lakhs on modification and extension of terminal buildings. The first phase of the work is scheduled to be completed by middle of 1982.

(f) and (g). As soon as the runway is strengthened and made fit for Boeing landing, regular Boeing 737 services will be introduced. However, attempt is being made to start limited Boeing services at an early date.

श्री रामजी भाई माबाणि: अध्यक्ष महोदय, राजकोट मेरी कान्स्टीचूयेसी है, जो कि एक बहुत ही महत्वपूर्ण शहर है, इसलिए मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि क्या यह काम सन् 1982 से पहले पूरा हो सकेगा ?

नौबतान और परिवहन तथा पर्यटन और नागर विमानन मन्त्री (श्री अन्नत प्रसन्न शर्मा) : अध्यक्ष महोदय, जहाँ तक काम को पूरा का सवाल है, वह हम

बहुत जल्दी ही पूरा करने की कोशिश कर रहे हैं। साथ-ही-साथ मैं यह भी बताना चाहता हूँ कि बोइंग सर्विस बम्बई से राजकोट हम एक दो महीने में ही शुरू कर सकेंगे।

SHRI DIGVIJAY SINH: I presume that Government is aware that the Rajkot-Bombay sector has enjoyed hundred per cent occupancy, which is not the case in all the sectors of the Indian Airlines network. Therefore, although because of the runway works being completed, the full capacity of the Boeing may not be utilised, with reduced capacity, I hope, the Boeing services will start as soon as the new Boeings go into operation. Secondly, is the Government aware that there is no rapport between the Rajkot Urban Development Authority and the DGCA, with the result in the approach roads of this runway, illegal construction work has gone on, which would hamper the strengthening of the runway? What is the action taken by the Government on Rajkot Development Authority

SHRI CHANDULAL CHANDRAKAR: So far as their internal problem is concerned, I am sorry, I do not know about it. But the problems which the hon. member has raised may be true. The only thing, I can say is, as he said, there is a great traffic between Bombay and Rajkot. Keeping that in view, we have thought of it and we are starting this service very soon, we will start it within a month or two, in August or September; that will be in Bombay-Rajkot sector. As regards the other suggestions made by the hon. Member, we have taken note of them.

कन्ट्रोल के कपड़े का उत्पादन बढ़ाने की योजना

* 599. श्री रामाधर शस्त्री : क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने कप्ट्रोल के कपड़े का उत्पादन बढ़ाने के लिए कोई योजना बनाई है;

(ख) यदि हाँ, तो उसका ब्यौरा क्या है ;