

हे कि कितने स्पॉटेटर्स आयेंगे। इसके लिए एक कन्सलटेंट्स जो कि कन्सलटेंसी फर्म केरला के हैं, उनको मुर्कारि किया है। उन लोगों ने उन को एग्वाइन्ट किया है, उनकी रिपोर्ट आ गई है जो इस वक्त जेरे गौर है।

श्री शिवकुमार सिंह ठाकुर : अध्यक्ष महोदय, इन्होंने मध्य प्रदेश के लिये नहीं बताया। मैंने सवाल मध्य प्रदेश के लिये पूछा है।

SHRI SUNIL MAITRA : The Minister said that the Government of India is going to recommend to LIC to advance a loan of more than Rs. 6 crores. May I know from the Hon. Minister whether the Government is also recommending to the LIC to offer to the Maharashtra Government the loan at a concessional rate.

SHRI VEERENDRA PATIL : When it is a question of giving concessional rate we can only use our good offices. So far as advancing actual loans, loan terms, interest rates and so on are concerned, these are all to be decided by the Maharashtra Road Transport Corporation and the L.I.C.

#### Vessels Deployed for Transportation of Coastal Cargo

\*270 SHRI MOHAN LAL PATEL :  
SHRI DAULATSINHJI JADEJA :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state a statement showing :

(a) the number of vessels deployed for transportation of coastal cargo in the country ;

(b) what are the items which are being transported by coastal shipping : and

(c) whether Government will consider to introduce more ships to popularise this traffic ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) : (a), to (c). A statement giving the requisite information is laid on the Table of the Sabha.

#### Statement

(a) The number of vessels intended for coastal deployment as on 30-6-81—56.

(b) The items of cargo which are being transported by the coastal vessels are coal, salt, cement/clinkers, fertilisers, foodgrains, timber, general cargo and oil and petroleum products.

(c) The Coastal Shipping Committee, which was set up by the Government of India under the Chairmanship of Director General of Shipping, to prepare a Plan for the Eighties in respect of coastal shipping, has gone into the question, among others, of augmenting the Coastal fleet. The Report of the Committee is under examination of the Government.

श्री मोहन लाल पटेल : इस बात को ध्यान में रखते हुए कि तटीय नौवहन के लिए बहुत ही कम जहाज हैं जबकि भारत का तट बहुत विस्तृत है और साथ ही अन्य परिवहन साधनों की तुलना में नौवहन कम खर्चीला है। सरकार ने इन जहाजों की वृद्धि के लिए अब तक क्या उपाय किए हैं ?

क्या यह सच है कि कोस्टल शिपिंग कमेटी ने सरकार को सिफारिश की है कि सरकारी उपक्रमों को तटीय नौवहन का ज्यादा उपयोग करना चाहिये और कोयला तथा नमक तटीय नौवहन के लिए सुरक्षित कर

देना चाहिए ? यदि हां, तो सरकार ने इस दिशा में क्या कदम उठाये हैं ?

श्री वीरेन्द्र पाटिल : कोस्टल शिपिंग को एनक्रैज करने के बारे में माननीय सदस्य ने जो कहा है वह ठीक है कि यह बहुत ही सस्ता पड़ता है, इसमें ग्रायल की भी काफी कफायत हो जाती है। इसीलिए हमारी सरकार की पालिसी कोस्टल शिपिंग को एनकरेज करने की है। कोस्टल शिपिंग को किस तरह से बढ़ावा दे सकते हैं और किस ढंग से इस काम को कर सकते हैं, इस काम के लिए 1980 में सरकार ने डी० जी० शिपिंग की सदारत में एक कमेटी बनाई थी। उसने घपनी सिफारिशों सरकार के पास भेज दी हैं जो इस वक्त जेरे-गोर हैं। उनको एकजामिन करने के बाद उन पर कार्यवाही की जायेगी।

श्री मोहन लाल पटेल : क्या यह सच है कि कोस्टल शिपिंग कमेटी ने सिफारिश की है और तटीय नौवहन का भार 1984-85 में 7 लाख 17 हजार टन हो जाने वाला है ? यदि हां, तो सरकार ने छठी पंच वर्षीय योजना में इसके लिए क्या व्यवस्था की है और क्या गैर-सरकारी नौवहन कंपनियों और सहकारी कंपनियों को इसके लिए प्रोत्साहन दिया जायेगा ?

श्री वीरेन्द्र पाटिल : हुसने जो कमेटी बनाई थी, माननीय सदस्य उसकी सिफारिशों को जानना चाहते हैं। मैं इस मोके पर यही कहना चाहता हूँ कि सिफारिशात हमारे पास बाई हैं उन पर गोर हो रहा है, उन पर डिस्मिजन लेने के बाद, वे सिफारिशात क्या थी और हमारा निर्णय क्या है - उस वक्त मैं बतलाने की हालत में रहूँगा, इस वक्त नहीं बतला सकता हूँ।

SHRI DAULATSINHJI JA-DEJA : In the answer given to Part (a) of the question, the Hon. Minister said that there are at present 56 sailing vessels operating on the coast. May I know whether this number includes the mechanised sailing vessels which also ply on the coast, carrying coastal traffic ? If the answer is yes, does it mean that these 56 include also the coastal vessels, because, to my knowledge, there are 15,000 sailing vessels in the country and these 15,000 sailing vessels carry more cargo than the other vessels which are operating in our coast. May I know from the Government whether they have any specific scheme for giving any extra allocation of funds for the acquisition and purchase of sailing vessels, so that more coastal traffic can be carried by them ?

SHRI VEERENDRA PATIL : Sir, I said that the number of vessels intended for coastal deployment as on 30-6-81 is 56. That means only 56 vessels have been registered for coastal shipping with the Director-General of Shipping. In fact, only 26 ships are plying. I don't think these 23 vessels include mechanised sailing vessels because they are in thousands. So far as encouraging mechanised sharing vessels is concerned, the Hon. Member knows the policy of the Government. We have to receive proposal from the State Government and we advance funds to the State Government. Distribution of funds is entirely the responsibility of the State.

श्री विलास मुसुमवार : अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री जी से जानना चाहता हूँ कि बम्बई बंदरगाह में घाने वाले माल वाहक जहाजों को बंदरगाह तक सुरक्षित रूप से लाने के लिए वायलट नौकाओं की संख्या कितनी है ? उन में नयी और पुरानी नौकाएँ कितनी हैं और क्या सभी नौकाएँ अच्छी कार्यक्षमता रखती

हैं और अन्य मुख्य बंदरगाहों पर इस बारे में क्या स्थिति है ?

श्री वीरेन्द्र पाटिल : इसके लिए तो अलग सवाल पूछना पड़ेगा और तब मैं उत्तर हासिल कर के दे सकता हूँ ।

**SHRI E. BALANANDAN :** In the reply given by the Minister, it is said that the Committee's report is under consideration. Considering the situation prevailing in the country, coastal shipping has to be developed on a large scale to meet the situation. Will the Hon. Minister tell us within what time will this decision be taken considering the urgency of the situation ?

**SHRI VEERENDRA PATIL :** Sir, only a month back we received the Report. After all they have made so many recommendations. We have to consult several Ministries. For processing it, it will take some time. Therefore, it will be difficult to set any time limit. But I can assure the Hon. Member that so far as the Government is concerned, we are very eager to develop coastal shipping during the 80s. That is why we appointed the Committee. We are giving our utmost consideration to the recommendation that we have received. We will process it as early as possible and try to implement it as early as possible.

#### **Loss suffered by Ships for want of Berths at Ports**

\*271. **SHRI ATAL BIHARI VAJPAYEE :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the overall losses suffered in each of the past two years due to waiting for berths by ships in each of the Indian ports; and

(b) steps taken so far in this regard, their results and work proposed to be completed in the current year ?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) :** (a) During the past two years, Bombay, Calcutta and Madras Ports have suffered congestion. The berthing delays suffered by the ships at Ports lead to levy of surcharge by the Conference Lines on liner vessels and payment of demurrage charges by the vessels hired on chartered basis. However, the information relating to overall losses on account of ships waiting at various ports due to lack of a berth is not compiled at one place. Besides, it is difficult to quantify the precise losses to the economy.

(b) To contain congestion at the ports and for utilising fully the available capacities at all major ports, the Government have been regulating the flow of traffic on Government account by planning the port of import/export. Besides, mid-stream unloading of ships has been encouraged.

As a long term solution, during the Sixth Five Year Plan, Rs. 531 crores have been allocated for the development of major ports. Out of this, Rs. 177 crores will be spent on continuing schemes and the balance on the new schemes. These proposals include construction of general cargo berths at Kandla, Madras, New Mangalore, Paradip, Tuticorin and Visakhapatnam. Besides, container handling facilities are being planned at Bombay, Madras and Cochin. The proposal of constructing a new Port at Nhava Sheva is under consideration. As normally it takes 2 to 3 years for completing the construction of a berth, no new berth will be completed during this year.

**SHRI ATAL BIHARI VAJPAYEE :** Sir, the Hon. Minister has not given the figures in nutshell on the ground that the figures are