

scope of work and the order of investments is still under the consideration of the Government and a decision is likely to be taken in the near future.

श्रीमती ऊषा प्रकाश चौधरी : अध्यक्ष महोदय, आपने लिखित उत्तर में बताया है कि इस परियोजना के लिए विश्व बैंक से आर्थिक सहायता मिलने वाली है और इसका सर्वे भी हुआ है। मैं यह पूछना चाहती हूँ कि कितनी आर्थिक सहायता विश्व बैंक से इस परियोजना के लिए मिलने वाली है? इसी के साथ साथ मैं यह भी पूछना चाहती हूँ कि क्या यह सच है कि पहले इस योजना का प्लान बड़ा था और विश्व बैंक की रिपोर्ट के बाद उसको छोटा बनाया गया? यदि इस परियोजना का प्लान छोटा बनाया गया तो क्यों बनाया है?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : It is a fact that the plan originally thought of, has been reduced. The original plan was to spend about Rs. 592 crores, for four berths for containerization and for four bulk carrier berths. The total wharf was for 2100 ft. The latest thinking—and it is almost going to be finalized soon—is that for three container berths, two bulk carrier, berths and one service berth, the total wharf will be for 1390 ft. The cost will be Rs. 505 crores. This is the latest. We are expecting consent from the World Bank any moment. Once it is done, the Cabinet also will take a decision. The work also is likely to begin in the middle of next year.

श्रीमती ऊषा प्रकाश चौधरी : नावाशिवा बन्दरगाह बनाने के लिए मेरी मालूमात के आधार पर एक आर्थिक प्लान बनाया गया है जिसको विश्व बैंक ने मन्जूरी दी है। सभी बातें पूरी होने के बावजूद आपने अपने जवाब में लिखा है कि सरकार कार्यक्षेत्र और निवेश के आर्डर के प्रश्न पर विचार कर रही है और निकट भविष्य में निर्णय लिये जाने की सम्भावना है। मैं मंत्री महोदय से जानना चाहती हूँ—बम्बई बन्दरगाह पर जो प्रेशर है उसका ख्याल रखते हुए और हमारे व्यापार को बढ़ाने के

लिये नावाशिवा योजना कब तक पूरी की जायगी ?

SHRI K. VIJAYA BHASKARA REDDY : It is a fact that this is a necessity ; and that was recognized by the Government. A Board was constituted in 1982. We have negotiating with the World Bank for some time. The final stage has come. Recently also, there were discussions ; things are in the final stage of getting sanction from the World Bank. We hope, as I said, that it will be in the middle of next year viz. 1984 that we will be starting the work. We expect, that it will be completed in 1987. I think its importance has been recognized. It is a must for the country's international trade. This is the earliest time when it can be done.

SHRI BRAJAMOHAN MOHANTY : For the development and expansion of any other major port in India, has foreign assistance been sought? If so, what are the details thereof? Has Paradip port been included therein?

SHRI K. VIJAYA BHASKARA REDDY : No.

SHRI R.R. BHOLE : For the purpose of completing Nhava Sheva project, lots of land had to be acquired. Therefore, these farmers, big and small, have to lose their lands. I want to ask a question : after acquiring the land of these large number of farmers, will Government give guarantee of service and employment to these people, and to the children of these farmers?

SHRI K. VIJAYA BHASKARA REDDY : Normally, when such massive displacements take place, preference is given to the children of those families who are deprived of land. The same practice will be followed here also.

Set-Back to Indian Shipping

*439. **SHRI INDRAJIT GUPTA :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the expansion of Indian shipping has suffered a serious set back

during the current plan period ;

(b) the total amount of loans and subsidies for expansion sanctioned through the Shipping Development Fund Committee in the Sixth Plan ;

(c) the amount actually utilised so far ;

(d) whether international prices of new and second hand vessels have declined substantially ; and

(e) if so, the reasons why the Public Sector is also reluctant to acquire new tonnage for carrying our foreign trade cargo ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) The expansion of Indian shipping tonnage got slowed down as a result of the severe world wide recession in the shipping industry.

(b) The Shipping Development Fund Committee has sanctioned Rs. 364 crores as loan and Rs. 75.93 crores as interest subsidy to shipping companies upto 31.3.1983.

(c) Rs. 118 crores were disbursed as loan and Rs. 75.93 crores as interest subsidy upto 31.3.1983.

(d) Yes, Sir.

(e) Public sector shipping companies went slow with their acquisition programme in the beginning of the Plan period in the expectation that the prices of ships would continue to decline. The Shipping Corporation of India has gone ahead with its acquisition programme when it felt that no further decline in prices was likely to take place.

SHRI INDRAJIT GUPTA : The Government has admitted that there has been a very severe recession in shipping, that means in trade ; and obviously in recessionary conditions, the competition between the foreign shipping companies as well as Indian shipping companies for getting larger share or maximum share of the reduced cargo increases. Is it not a fact that in these recessionary conditions the Indian Shipping Company's share of cargo is steadily being

reduced ? One of the reasons is that many foreign shipping companies are resorting to under-cutting of rates. They can afford to do it because they are often owned by big multinational companies who have got other resources. Is it a fact that this kind of illegal under-cutting of rate is taking place to the detriment of our Indian shipping ? What does the Government proposes to do to protect the interest of our Indian shipping ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : To some extent, this is there in the present day recession ; and there is a lot of competition from the foreign shipping owners. To this extent, recently, the Government of India is aware of this problem and we are trying to see that at least for our trade with foreign countries, we give preference to our bottoms. We had a series of discussions with the Commerce Ministry and other Ministries. They have already given instructions to their respective departments to prefer Indian bottoms to the foreign bottoms.

SHRI INDRAJIT GUPTA : It is no use requesting the people to give preference to our shipping, because this is a question of commercial rates. My question was that in the face of undercutting of rates by foreign companies, other countries like Bangladesh, I think, Pakistan and Sri Lanka, Indonesia, all developing countries have taken steps for some reservation for their own shipping. Why is not our government taking any similar measure ? Can they not introduce some kind of a code—there is an international convention by which these countries taking advantage of that have introduced a legislation—and enforce some reservation ? But they did not say anything about it and our shipping is going down all the time.

SHRI K. VIJAYA BHASKARA REDDY : This aspect will be under the active consideration of the government very soon. We are going to adopt the international convention wherein the countries getting 40 per cent minimum for the local ships is being accepted ; and we are going to come before the Parliament for a legislation very soon.

SHRI K. MAYATHEVAR : One of the reasons for the setback of the Indian Shipp-

ing Corporation is that so many contracts are given to the private party in spite of public undertakings being there under the direct responsibility of the Shipping Corporation itself. For instance, the Shipping Corporation of India has got an office in Calcutta and Bombay. In Madras, they do not have any office. Due to the non-existence of any office of the Shipping Corporation of India in Madras Port, some private parties are reaping profit of Rs. 38 crores per year. That profit should go to the government so that it will be beneficial for the government and the Shipping Corporation of India. Therefore in the larger interest of the Shipping Corporation of India and the Government of India and the nation, has the government taken any final decision to open an office at Madras Harbour by the Shipping Corporation of India ?

SHRI K. VIJAYA BHASKARA REDDY : This question does not arise out of this question.

SHRI M.M. LAWRENCE : In part (b) of your reply, you have stated that the Shipping Development Fund Committee has sanctioned Rs. 364 crores as loan and Rs. 75.93 crores interest subsidy to shipping companies. It has appeared in the papers that they are misusing this loan ; they are not fully utilising this loan for purchasing ships and for the development of shipping industry ; they are diverting this fund to some other purpose. Has it come to the notice of the government ; if so, what action the government proposes to take against these illegal activities ?

SHRI K. VIJAYA BHASKARA REDDY : This type of thing has not come to the notice of the Government. We do not release the entire loan to the party as soon as it is sanctioned. We release Rs. 5,000 after the first stage is complete and then we release another instalment after another stage is over.

If Mr. Lawrence can give me details of any other cases, we will definitely take action.

MR. SPEAKER : Shri Ram Lal Rahi. The hon. Member is absent. Shri Sajjan Kumar.

दिल्ली परिवहन निगम के लिए अतिरिक्त बसें

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*441. श्री सज्जन कुमार :
श्री कृष्ण चन्द्र पाण्डे :

क्या नौवहन और परिवहन-मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली परिवहन निगम की बसों की संख्या में हुई वृद्धि, दिल्ली में बस यात्रियों की संख्या में हुई वृद्धि के अनुरूप नहीं है;

(ख) यदि हां, तो उसके क्या कारण है तथा दिल्ली में आजकल बस यात्रियों की संख्या और दिल्ली परिवहन निगम की बसों की संख्या का पारस्परिक अनुपात क्या है; और

(ग) दिल्ली परिवहन निगम की बसों में अतिरिक्त बसें सम्मिलित करने संबंधी सरकार की योजना का व्यौरा क्या है ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). Increase in the fleet of any transport organisation is determined not only on the basis of number of commuters but also taking in view the capacity of the roads, carrying capacity of other different modes of transport and a certain minimum level of utilisation of each bus of the fleet. DTC is meeting the needs of the Delhi commuters not only through a fleet of its own 4043 buses but by also engaging private buses together totalling to nearly 5009 which is more than what an Expert Group of Planning Commission had recommended for Delhi by the end of Sixth Five Year Plan. At present, on an average 881 commuters are carried per bus per day.

(c) At present there is no scheme to add more buses in DTC fleet except for replacing 450 buses in the current financial year.

श्री सज्जन कुमार : अध्यक्ष जी, दिल्ली परिवहन दिल्ली के लोगों की जो सेवा कर रहा है वह प्रशंसा की बात है। एशियाड के मौके पर दिल्ली