

श्री रामावतार शास्त्री : उन्होंने यह जवाब नहीं दिया कि सदस्य संख्या इस कांफेडरेशन की क्या है ? सदस्य संख्या जो रैकग्नाइज्ड की है वह—जवाब दे दिया लेकिन अनरेकग्नाइज्ड का नहीं दिया । इस के अन्दर शामिल एसोसिएशंस प्रौर यूनियनों की सदस्य संख्या क्या है ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : Agitation cannot be banned in democratic set up. That is not our intention. But we have to see their attitude. When there is a proper machinery for having any grievances redressed, we would like that instead of having this agitation, first let us try this machinery. If this machinery fails, then the workers can always come to us and sit with us and we can find a way out. What I feel is if every time they start some sort of agitation and refuse to sit across the table, we cannot find a solution.

SHRI RAMAVTAR SHASTRI : They did not refuse. They are still ready to talk to you. Sir, he is refusing. यहां वह गलत बोल रहे हैं ।

SHRI A. B. A. GHANI KHAN CHOUDHURY : Respected Member, I want to humbly submit, it is a question of attitude. The other two federations believe in the machinery we have. But unfortunately, the federation of which you are taking. They do not have that attitude. I am talking of the attitude.

SHRI RAMAVATAR SHASTRI : You call them. It is left to you.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Mr. Speaker, Sir, the All India Railway Employees Confederation is a loosely knit federation of nine sectional association claiming to cover the interest of various categories of Railwaymen, namely, Stations Masters, Guards, Commercial Clerks, Loco Mechanical Staff, Telecommunication Staff, Ministerial Staff, Ticket Checking Staff etc. etc.

These categorywise sectional units are splinter groups of recognised federations as they did not agree with the general consultative approach of the recognised federations.

Sir, regarding the figures, I do not have the figures with me and therefore I could not pass on to Shri Shastriji. (*Interruptions*).

MR. SPEAKER : I have gone to the next Question.

Renovation of Modernisation of Dry Docks of Calcutta Port

*369. SHRI NIREN GHOSH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether dry docks of Calcutta Port are old and have become almost unusable;

(b) how many dry docks of Calcutta Port require renovation and modernisation;

(c) have any steps been taken to renovate and modernise those dry docks;

(d) if not, reasons therefore;

(e) have Calcutta Port Authorities made any representations in this regard; and

(f) if so, the details thereof ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) and (b) Calcutta Port has 5 dry docks all of which are very old and need renovation and modernisation.

(c) to (f) Yes Sir, Calcutta Port has forwarded a scheme comprising replacement of some vital plant and machinery of the dry docks at Netaji Subash Docks

and Kidderpore Docks with a total outlay of Rs. 475.76 lakhs. The scheme is under examination.

SHRI NIREN GHOSH : Sir, of the 9 dry docks in India, 5 are located in Calcutta Port as far as I know.

PROF. MADHU DANDAVATE : Calcutta is very dry.

SHRI NIREN GHOSH : Bombay is wet.

SHRI SATYASADHAN CHAKRABORTY : That is why, more sanity is found in Calcutta.

SHRI NIREN GHOSH : Sir, for a long time these dry docks are not being put to use because modernisation and renovation has not been made. For various purpose, these dry docks are essential component of the port system. With the high dry docks out of commission, the Port authorities feel that their entire operations are being hampered. Don't you give a thought to the representation made by the Calcutta Port Trust to take up the renovation and modernisation of those dry docks immediately? Would you set a time-limit for its completion?

SHRI K. VIJAYA BHASKARA REDDY : Sir, it is a fact that these dry docks have been neglected for long time and most of them are out of use. That is why the Port Trust has recommended a scheme with a total outlay of Rs. 475 lakhs. The Government is seriously considering to sanction this scheme of renovation of these docks and the Government is seized of the matter.

SHRI NIREN GHOSH : Sir, now the hon. Minister says that the Government is giving serious consideration. It is not a question of giving mere serious consideration. They should approve of the scheme and take up the scheme, because various works of the Calcutta Port are being hampered without those dry docks being renovated. As far as I know from

the Chairman, Calcutta Port Trust, They want to undertake various sorts of activities in those dry docks. So, it is not a question of merely giving consideration. I would like to ask the Minister to give an assurance to the House that he will approve of it and he will renovate and modernise it as quickly as possible because the Port has gradually been neglected for a pretty long time.

MR. SPEAKER : I can sum up Mr. Niren Ghosh's question in two words, oversee this.

SHRI K. VIJAYA BHASKARA REDDY : I share the view of the hon. Member. The Government is also very serious about it. We are sanctioning the works at an early date. We are positively considering it.

SHRI SOMNATH CHATTERJEE : When did the Calcutta Port Trust send the proposal to the Central Government? I would like to know the date. The amount is not that much. Would the Government sanction the necessary amount? I take it that, as a policy decision, the Government has decided to go on with the works. It is only a question of when to implement it. May I know whether the decision has been taken to renovate them and, if so, how long it is going to take to finalise it and start the works?

SHRI K. VIJAYA BHASKARA REDDY : I do not have the exact date. But this was meant to be in this year's budget. This is a part of the total dry dock facilities in the country. A decision has been taken to improve these facilities. As to when it is going to be done, as I said, the Government is seriously considering to take up the works.

SHRI XAVIER ARAKAL : The hon. Minister just now mentioned that the Government is seriously considering it. It is a statutory requirement to have the dry docks for the vessels. According to the latest report submitted by Mr. Narpati Dutta, 7200 dry docks are required for the

vessels whereas we have got only 2400 dry docks in the country. The answer given by the hon. Minister is welcome. But the point is that we are spending so much money in foreign exchange in regard to this matter. May I know from the hon. Minister what steps the Government is taking to develop indigenous dry dock facilities to the country? Calcutta port is second to Cochin port. Cochin port has the largest dry dock facilities. May I know what action the hon. Minister is going to take in the matter in regard to Cochin Port?

SHRI K. VIJAYA BHASKARA REDDY : In view of the recommendations of the export committee headed by Mr. Dutta, the Government has taken so many steps. One of the important steps that has been taken is to improve the facilities at Cochin Port. The hon. Member knows how far the amount that we have invested there is remunerative; how many strikes are there and all that. I hope, the hon. Member will look into that. In addition, we have recently allowed dry dock facilities at Bombay port by a private company and another dry dock is going to be in Madras. The recommendation of the expert committee have been partly implemented. It is a recommendation for 15 years; it is a perspective plan. The first part we have started.

Third line between Bandel and Bhadreswar

*372. **PROF. RUPCHAND PAL :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that steps have already been taken to construct a third line between Bandel and Bhadreswar; and

(b) if so, what progress has already been made in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) : (a) and (b) A statement is laid on the Table of the Sabha.

Statement

(a) A survey for augmentation of line capacity between Sheoraphulli and Bandel section including Tarakeshwar Branch is already in progress. This is an Engineering-cum-Traffic Survey which will decide whether and when the main line has to be extended and if so, the proposed alignment of the third line, the lay out of the stations, signally system to be provided etc. for augmenting the line capacity.

(b) Cumulative progress is about 50%.

PROF. RUP CHAND PAL : Sir, it is supposed that the Railway Minister who particularly belongs to a particular State should have some geographical knowledge about the railway lines in the State. I had asked the Question about a third railway line on the Howrah—Burdwan main line between Bandel and Bhadreswar Section. The reply which has been given does not mean anything. It has been said :

“A survey for augmentation of line capacity between Sheoraphulli and Bandel section including Tarakeshwar Branch is already in progress.”

That is a completely different thing.

SHRI SUNIL MAITRA : Either you, Sir, help us or God help us.

PROF. RUP CHAND PAL : I am making the question more clear to help the hon. Minister. Between Bandel and Howrah, since independence there are only two lines operating, Up and Down each. There is only one third line from Howrah up to Bhadreswar. If this 15 KM line from Bhadreswar to Bandel is laid, the railway convenience to the commuters, railway passengers and the 80 suburban trains would improve. At present, punctuality in the running of the trains has become the first casualty. Punctuality can be improved. The running of trains will become more punctual.

I have been making representations to this effect to the Government since 1980