

LOK SABHA

*Friday, June 11, 1971/Jyaistha 21,
1893 (Saka)*

*The Lok Sabha met at Eleven of
the Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Paradeep Port Trust Board

*421. SHRI D. K. PANDA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) when the present Paradeep Port Trust Board in Orissa was constituted;

(b) whether steps have been taken to constitute the Board according to the provisions of the Major Port Trusts Act; and

(c) if not, the reasons there for?

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) The present Board for the Port of Paradeep was constituted on the 1st November, 1967.

(b) The Board has been constituted according to the provisions of Section 4 of the Major Port Trusts Act, 1963.

(c) Does not arise.

Shri D.K. Panda : What are the reasons for not reconstituting the board under section 3(4).

Shri Raj Bahadur : The port was commissioned as late as 1966-67. To begin with there is a wise provision in the Major Port Trusts Act that they shall have first trust board and then we can have regular trust boards. It is a provisional one according to section 4.

SHRI D. K. PANDA : In view of the fact that the cargo berth is not completed and the construction work could not be given to the Orissa Construction Corporation which is a public sector undertaking and though the Maximum capacity is fixed at 18,000 tonnes the actual handling of iron ore is restricted to 11,000 tonnes and when the interest repayment now exceeds the income from port, it shows that there is slow progress. When the first board was constituted at the beginning under section 4(1) there was defective management.....

MR. SPEAKER : I am not going to allow this; he should put a question.

SHRI D. K. PANDA : In view of all this, I want to know why the provisions of the Act are not being followed; it is mandatory under section 3(1) ?

SHRI RAJ BAHADUR : It is wrong to say that mandatory provisions of the Port Trusts Act are not being followed. The provision is that the first board of trustees should be appointed. The board has come into being. I may point out to the hon. Member that even the major ports commission which went into the question of the compositions of the board has provided that smaller ports like Paradeep should not have more than 13 members and even the first board of trustees has got as many as 12 members with one labour representative.

SHRI P. K. DEO : Is it not a fact that a long a time back the port trust has sent its recommendations to the Government to expedite the construction of the general cargo berth and to expedite the construction of the railway marshalling yard there but nothing has been done inspite of reminders. Yesterday listening to Mr. Chavan's reply to the budget debate, my heart sank to my stomach when he mentioned about development of infrastructure of all ports, except Paradip.

SHRI RAJ BAHADUR : The cargo berth is expected to be completed by 1973, according to my information.

SHRI JAGANATH RAO : The Chairman of the Paradip Port Trust has been changed. Why not the other members of the trust also be changed, now that four years have elapsed?

SHRI RAJ BAHADUR : Some members have been changed. I have got the details of the changes that have been made. For example, Shri Bhagwan Kotak was nominated *vice* Shri K. B. Sircar. There are changes in the list of certain officers also. The Board consists of a large number of officials of the various departments and, naturally, this is the first Board, and it does require some time to be formed.

SHRI JYOTIRMOY BOSU : Will the hon. Minister kindly tell us the amount of money that has been advanced by the Orissa State Government for the construction of this port which is a Central affair, and whether the Central Government is considering to repay that, and if so, how soon, and why....

MR. SPEAKER : It is about the constitution of the Board; not regarding payment of money.

SHRI JYOTIRMOY BOSU : It is a Trust, and the money has to be repaid.....

MR. SPEAKER : You are widening the scope of the question. Next question.

Target of Shipping Tonnage Proposed by the Shipping Corporation of India.

*424, **SHRI N.K. SANGHI :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the target of shipping tonnage proposed by the Shipping Corporation of India Ltd. at the end of March, 1971 and how much of it has been achieved;

(b) the reasons for the shortfall, if any; and

(c) whether there is any proposal to obtain ships on long time charter and if so, the tonnage thereof ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) the

target was 8,70,006 GRT and actual achievement was 8,63,358. GRT.

(b) The shortfall was due to delay in the delivery of a cargo vessel M.V. 'Vishva Darshan' being built by the Hindustan Shipyard Limited. The ship is now expected to be delivered shortly.

(c) There is no proposal at present to obtain ships on long time charter.

SHRI N.K. SANGHI : From what the hon. Minister has said, it looks there is very little shortfall in shipping. But according to the fourth Plan target, it is four million GRT. We are lifting only 21 percent of our cargo in our bottoms. So, may I know what is being done to reach 50 percent target in respect of carrying our import and export in our own ships?

SHRI RAJ BAHADUR : I must say we are doing very well, so far as tonnage is concerned to build up our own shipping and think the question that my hon. friend has put does not arise out of this question because this relates exclusively to the Shipping Corporation of India. But for his benefit, I may tell him that today we are having as much as 2.4 million GRT in operation and about 800,000 GRT on order, and we hope to achieve the target of four million tonnes, the total tonnage on order and that in operation, put together, by the end of the fourth Plan, period. Of course, we are lifting only 21 percent of our total trade, but it should also be realised that our trade is also increasing very fast, and today 21 per cent constitutes a much larger tonnage of trade lifted. It is a much larger fraction as compared to what our ships carried some 10 to 15 years back. We have however to build up a level of shipping tonnage with which we can carry 50 per cent, tonnage trade but that will take time.

SHRI N.K. SANGHI : Since we have in order 10 ships from the German Democratic Republic, Six out of which are container-oriented, may I know whether suitable action has been taken to develop the container service in the railway so that while we get the ships from the German Democratic Republic, we are able to carry the load properly and get the ships properly taken care of ?

SHRI RAJ BAHADUR : So far as the container service is concerned, it is a very laudable objective in mechanisation tonnage