

and is now under discussion with the Planning Commission.

(b) Due to the construction of breakwaters at the port, the northern movement of the littoral drift along the coast near the port has been interrupted. The northern shoreline of the Port has, therefore, been deprived of its natural nourishment. As a permanent measure, a sand-cum-shore based dredger has been ordered for installation on the south side of southern breakwater to pump out regularly the accretion of sand and transport it by means of a pipeline to the north of the northern breakwater to nourish the coast. As an immediate remedial measure, the construction of a rubble wall and sea groyne has been sanctioned.

COCHIN PORT

*202. SHRI P. VISWAMBHARAN : Will the Minister of TRANSPORT AND SHIPPING be pleased to state :

(a) whether it is a fact that passenger steamers have stopped calling at Cochin Port,

(b) if so, the reasons therefor; and

(c) the steps taken to persuade passenger steamers to call at Cochin ?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO): (a) Yes, Sir. After the War, passenger service to Cochin was resumed in 1956 with regular monthly calls of ships of the Lauro Lines on the way from Australia to Genoa but this was discontinued in 1959. Similarly, ships of Lloyds Triestino Line started calling at Cochin once a month from November, 1957 on their voyage from Australia to Europe. This was also discontinued from the middle of 1963. In fact, since 1963, there has been no regular foreign passenger traffic at this port. A coastal passenger service is being maintained by the Scindias.

(b) As Bombay is well connected with other places in India by air and passenger routes, it has been more convenient for passenger liners to touch Bombay instead of Cochin. Also they get more passengers from Bombay than from Cochin. The facilities for embarking and disembarking of passengers at Cochin have also been held to be somewhat inadequate.

(c) Efforts were made to persuade foreign passenger liners to call at Cochin Port but they prefer Bombay in view of the latter port being more centrally situated and being convenient for disembarking/embarking passengers. The question of providing a new terminal building for passengers at Cochin Port has also been considered but it is felt that the assumption of increased passenger traffic may not materialise under present conditions.

PURCHASE OF JUMBO JETS BY AIR-INDIA

*203. SHRI BIBHUTI MISHRA :

SHRI S. K. SAMBANDHAN :

SHRI P. K. DEO :

SHRI M. SUDERSANAM :

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether it is a fact that the Air-India is contemplating to buy two jumbo jets; and

(b) if so, the cost of each of them and how they would be economical and beneficial to the Air-India ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : (a) Yes, Sir.

(b) The total capital cost of two jumbo jets will be Rs. 48.20 crores. Air India have decided to go in for these aircraft for competitive reasons. Apart from the fact that the passenger capacity of the Jumbo Jets is much higher than that of the Boeings now in use, the cost of operation per seat-mile is also likely to be about 20 to 25 per cent less.

CASINOS

*204. SHRI YOGENDRA SHARMA : Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state :

(a) whether it is a fact that Mr. Richard Graves, a Nevada expert on gambling halls is shortly visiting India to assess the prospects of collaboration in setting up casinos in India.

(b) whether it is also a fact that some private parties in India have submitted proposals for setting up casinos in Kashmir