

SHRI SHYAM LAL YADAV: There is no crop insurance for mango crop. It is for the State Governments to come up with such a proposal. If they send such a proposal, then we can certainly consider it.

MR. SPEAKER: This is something, you see, out of the blue-insurance. But make it assured against pests and I think we will be much assured. That is the only thing.

[Translation]

Do something about subsidy, you have withdrawn it. This has not been a good thing.

[English]

Aerial spray is the best thing. It will induce people and it will save lots of foodgrains, fruits, everything and it must be assured. Last year I wrote to you that in Punjab it had been discontinued. I think it should be done.

SHRI SHYAM LAL YADAV: Subsidy is there in the aerial spray. The only question is that for mango, it is not profitable, i.e. after a great study, it has been found out that it is not profitable...*(Interruptions)*

MR. SPEAKER: Profitable for whom?

SHRI SHYAM LAL YADAV: For the farmers or for anybody because some trees are very long and some are very small and the spray does not go down...*(Interruptions)*

MR. SPEAKER: No. We know it. We get the orchards sprayed. I know it. There is no problem on that and we can sort it out.

Development of Kakinada Port

*513. **SHRI C. SAMBU:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to develop Kakinada Port to meet the growing demand for loading and unloading of cargo there; and

(b) if so, the details of the steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The Government of Andhra Pradesh has submitted to the Government of India a Detailed Project Report for the further development of Kakinada Port.

(b) The report is being examined.

SHRI C. SAMBU: Now the major ports in our country are highly congested. It is taking weeks to unload the cargo in these ports. The major ports on the eastern coasts like Madras and Calcutta are very congested. There is an inordinate delay in loading and unloading the cargo from the ships which are calling particularly at Madras port causing great inconvenience to traders, exporters and importers. Hence I would ask the hon. Minister whether there is any proposal from the Government to convert the Kakinada Port into a major port.

SHRI RAJESH PILOT: I have been off and on replying questions on Kakinada Port that it is one of the very important minor ports. Earlier there was a scheme where Central Government used to help in development of minor ports. But during the time of Madhu Dandavateji when Janata Party was in Government, they took a decision that we should not help the minor ports from the Central Government. That is why, after the 5th plan no help was given. But in the Seventh Plan Government took a decision after the working group submitted a report that Rs. 100 crores may be diverted for the development of minor ports. Government could not afford Rs. 100 crores, but we decided that Rs. 20 crores be given for development of minor ports. Out of Rs. 20 crores, Rs. 10 crores were earmarked for Kakinada Port. We selected two ports—Radi in Maharashtra and Kakinada in Andhra Pradesh. But now the State Government has projected the development of the port to the Asian Development Bank which is giving round about Rs. 120 to Rs. 130 crores. That report

has come. The Central Government has technically cleared it. I am very hopeful that in the second or third week of April, the Planning Commission will take a decision to project it before the Asian Development Bank.

SHRI C. SAMBU: In 1984 the hon. Prime Minister of India visited this area and this port also. At that time he had given an assurance in a public meeting at Kakinada that Kakinada port would be converted into a major port with good facilities. May I request the hon. Minister to at least give an assurance that conversion of this port into a major port would be taken up during the Eight Plan period?

SHRI RAJESH PILOT: I am not aware and I am sure, the hon. Prime Minister could not have said that of converting Kakinada into a major port because if that was the policy, we would have known it in the Government. I am in the Department. (*Interruptions*)

SHRI A.J.V.B. MAHESWARA RAO: In 1984 the Prime Minister announced that in a public meeting. (*Interruptions*)

MR. SPEAKER: Do not rise like this.

SHRI RAJESH PILOT: Why I have said this is there is a correspondence between the hon. Chief Minister and the hon. Prime Minister on the subject and in none of the letters of the Chief Minister of Andhra Pradesh he has mentioned this. That is why, I said that maybe the Prime Minister had not said that.

As for converting it into a major port, it is not our policy at the moment to convert any minor port into a major port. As I have said we are projecting it to the Asian Development Bank. In turn it will become a very important port after spending Rs. 120 crores on it and there will be all round development in that area.

[*Translation*]

SHRI V. TULSIRAM: Mr. Speaker, Sir, in his reply the hon. Minister has stated and also has given it in writing that the Government of Andhra Pradesh has sent a proposal for further development of this port. I would like to know from the hon. Minister clearly as to when he is going to consider the above proposal and given clearance on it and by what time he will initiate the work on it.

I would like to make yet another submission. I do not want to delve on the matter whether there were any talks with the Hon. Prime Minister, whether or not the Hon. Prime Minister has ever said it. Treating him as the Prime Minister, I would like to tell the hon. Minister that Telangana district will be greatly benefited by the Kakinada Port because the people of Adilabad, Nizamabad and Warrangal districts have to go a long distance from there. But districts like Rayalseema and Nalgonda can also get the benefits of it. He is a young and capable Minister. I expect him that he will exploit his dynamism in further developing the port. I request him to take action in this regard.

MR. SPEAKER: Tulsiji has used so much of applausive words for you. Please do something.

SHRI RAJESH PILOT: I am a little bit distressed at one point about the hon. Member. When he comes to Delhi, he talks very high of the youth. But when he is in Hyderabad, he does not cooperate with them. He is an hon. Member of Parliament...

MR. SPEAKER: Have not you ever heard that people indulge in double talks with the changing circumstances?

SHRI RAJESH PILOT: It is a very important minor port. If you look at its handling capacity, you will come to know that there has been a constant increase in its handling capacity for the last 4 to 5 years. As at present, we are handling about 12 to 13 lakh tonnes of cargo annually at this port.

I would like to remind the hon. Minister that I had myself written to the hon. Chief Minister in June, 1988 that we are making efforts at the Central level but he should also provide funds in their Annual Budget, for the Kakinada port and try to include the same in the Eighth Five Year Plan. But I regret to say that the hon. Chief Minister did not make any such programme in their Annual Budget and did not include the project in their Eighth Five Year Plan.

[English]

SHRI A.J.V.B. MAHESWARA RAO: No, Sir, it has been projected in the Annual Budget.

SHRI RAJESH PILOT: I am telling you from my own records.

[Translation]

Even then we have provided Rs. 1 crores in our total Budget whereas we had requested them to make required allocations in their Annual Budget and to include the project in their Eighth Plan. So far as we are concerned, we consider it to be very important and we have been making every effort to see that the Planning Commission approves it early for Asian Development Bank. In this regard, we are making our constant efforts.

[English]

SHRI KADAMBUR JANARTHANAN: Mr. Speaker, Sir, nowadays transport through water is getting importance in our country. But for the past several years, owing to undue delay in dredging, heavy ships are not able to enter the new ports like Tuticorin Port, thereby leading to large-scale retrenchment of labour. As you know, Sir, even now labour problem is going on in my constituency. I would like to know through you, Sir, whether the dredging of the Tuticorin Port will be done within the year 1989 because I know that for some reason or the other, it is being stopped. In the interest of the labour-orientation development of the Tuticorin Port and the Chidamberna district

which is named after a great freedom fighter, I want to know categorically from the hon. Minister whether dredging of the Tuticorin Port will be done within the year 1989.

SHRI RAJESH PILOT: Mr. Speaker, Sir, every port has a plan for its dredging and the Dredging Corporation takes it up as per the schedule. We have also been insisting and we are hopeful that after some time we will be able to develop dredging system in each port so that each port becomes independent in its dredging.

Dredging is very important for any major port. As far as the Tuticorin Port is concerned, I think there are some litigations going on. Because of that there is some hurdle. But I will take it up and we will see that dredging is done. On the pretext of dredging, we do not let the labour suffer. That is not our policy and we take care to see that labour is looked after. So, as far as dredging of the Tuticorin Port is concerned, I will again take it up.

DR. KRUPASINDHU BHOI: Hon. Speaker, Sir, I have got a personnel experience about the Kakinada Port... (Interruptions) So, I want to know what is the present draught position in the inner harbour. Will the Minister consider to have an outer harbour and provide facilities there because Kakinada Port is the deepest Port from where the western part of Orissa is also exporting many materials? My information is that the handling cost and dredging cost will be cheaper. I would like to know from the hon. Minister whether in the 8th Plan—whether the Andhra Pradesh Government will give the proposal or not—the Kakinada Port will be considered to make it a major port as also make an outer harbour.

SHRI RAJESH PILOT: The draft in the Kakinada Port is round about two metres. As far as the inclusion of the project in the 8th Plan is concerned, I have already informed the House that we will coordinate with the State Government and we will cooperate and put all our efforts so that it is included in the 8th Plan because it is one of the impor-

tant ports in that sector which should be taken care of. As I have already said, the A.D.B. is already being asked to assist in this project.

Development of Captive Ports for Transportation of Coal

*514. SHRI SRIKANTHA DATTA
NARASIMHARAJA
WADIYAR†:
SHRI C. MADHAV REDDI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have a proposal to develop captive ports for the transportation of coal to the Central coastal thermal power stations;

(b) if so, the details of the captive ports proposed to be developed initially;

(c) whether any foreign companies have been engaged therefor;

(d) if so, the details of those foreign companies, amount proposed to be spent on the study, etc.; and

(e) the details of the programme of Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (e). A statement is given below.

STATEMENT

(a) and (b). A proposal for the development of captive Port facilities for the proposed thermal power stations of the National Thermal Power Corporation at Kayamkulam in Kerala and Nandikur in Karnataka has been received.

(c) No foreign company has been engaged for the above captive ports.

(d) Does not arise.

(e) It is proposed to commission a detailed feasibility study under the Indo-Dutch Bilateral Programme regarding the development of captive Ports as well as other alternative facilities.

SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Sir, the hon. Minister has stated in the Statement that a proposal for the development of captive Port facilities for the proposed thermal power stations of the National Thermal Power Corporation at Kayamkulam in Kerala and Nandikur in Karnataka has been received. I would like to know if the proposals have been submitted by the respective State Governments or by any other Organisation. What is the estimated cost of the proposed projects and what action the hon. Minister proposes to take to expedite the same in view of the severe power shortages in both these States? Both these States are facing severe power crisis and what action does the hon. Minister contemplate to assist in the development of the proposed captive ports in the States?

SHRI RAJESH PILOT: Sir, keeping in view the coal requirement and the future power generation in the country, the Central Electricity Board Authority has proposed 13—locations in the country for setting up thermal stations and these two locations one in Kayamkulam in Kerala and other Nandikur in Karnataka—have been taken up by the N.T.P.C. and the proposals are in progress for the final decision of the Government.

SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: My second supplementary is this. I would like the hon. Minister kindly to explain for what areas the feasibility study is proposed to be considered under the Indo-Dutch Bilateral Programme. I would also like to know when the study would be made and whether a time-limit has been fixed for completion of the same and whether the financial participation is also contemplated. Will the proposed projects of Karnataka and Kerala be included in the same? The Minister has stated in his statement that alternative facilities are