

been receiving representations from various trade bothes on the issue of higher cost of Indian exports. Some of the reasons are high sea freight and transportation costs, Terminal Handling Charges (THCs), Container Detention Charges and the transshipment costs involved in transshipping the Indian cargo etc.

(d) and (e) The Government is conscious of the high costs and various measures have been taken to simplify the procedures, reduce the dwell time, rationalise handling costs and bring greater efficiency at ports and other handling points. Regulatory authority *i.e.* Tariff Authority for Major Ports (TAMP) is already in place to regulate the charges levied by the Port Trusts. Steps are being taken to augment the port facilities through mechanisation which would result in faster movement of the cargo and reduced costs. Simplification and rationalisation of procedures has also been undertaken to encourage coastal shipping with a view to promote development of JNP as hub port and to avoid transshipment costs. Special attention has also been accorded to implement the Electronic Data Interchange (EDI) at the Ports to cut down multiplicity of documents. The Department of Revenue has taken measures to facilitate faster movement and clearance of goods at ports. Important measures, *inter-alia* include simplification of transshipment rules, coastal shipping, bonded trucking, rational measures for speedy clearance of export-import goods and extended coverage of different export related schemes at various ports of registration.

#### **Amount Spent on Delhi Metro Service Scheme**

†\*220. SHRI SUKHDEV SINGH LIBRA:

SHRI RAGHAVJI:

Win the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of works completed so far under Delhi Metro Service Scheme and the amount spent thereon?

(b) the kilometrage and details of places where railway lines are proposed to be laid^ under the scheme; and

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† Original Notice of the question was received in Hindi.

[13 December, 1999]

RAJYA SABHA

(c) the total expenditure involved in the scheme as per the revised estimates and by when it is likely to be completed?

THE MINISTER OF URBAN DEVELOPMENT (SHRI JAGMOHAN):

(a) The following works have been completed for Delhi MRTS Phase-I:—

- (i) Detailed Project Report.
- (ii) Appointment of General Consultants for the Project.
- (in) Review of Detailed Project Report by the General Consultant.

Apart from the above, pre-construction activities like land acquisition, diversion of utilities, resettlement of jhuggies, pre-qualification of contractors, preparation of tender documents, finalisation of tenders etc. have also been taken up and are in various stages of progress.

Civil Works for the Shahdara—Tis Hazari section of the Shahdara-Nangloi rail corridor have also been started on 1.10.98.

An expenditure of Rs. 428.5 crore has been incurred upto 30.11.99.

(b) As approved by Govt. of India, Delhi MRTS Project Phase-I, covers the following:—

(i) METRO (UNDERGROUND) CORRIDOR

The underground corridor of the Project from Vishwavidyalaya to Central Secretariat (11 Kms.) would cover the areas like Sansad Marg, Connaught Place, New Delhi Railway Station, Old Delhi Railway Station, Chawri Bazar, I.S.B.T. and Old Secretariat.

(ii) RAIL (SURFACE/ELEVATED) CORRIDOR

(a) SUBZI MANDI-HOLAMBI KALAN:

It covers a total route length of about 19.3 Kms. and covers the areas like Shakti Nagar, Naya Azadpur, Transport Nagar, Badli, Khera Kalan, Ambedkar Colony and Iradat Nagar.

(b) SHAHDARA-NANGLOI:

It covers route length of about 25 Kms. covering Seelampur, Gautampuri, Shastri Park, I.S.B.T., Tis Hazari, Pul Bangash, Pratap Nagar, Vivekanand Puri, Trinagar, Rampura, Shakur Basti, Multan Nagar, Mangolpuri, Jwalapuri and Kavita Colony.

(c) The total estimated expenditure for the Project at April' 96 prices is about Rs. 4860 crore (approx.).

The First phase of Delhi MRTS Projects is scheduled to be completed by March, 2005.

### **WRITTEN ANSWERS TO UNSTARRED QUESTIONS.**

#### **Review of Marrkesh Treaty at Seattle Meeting**

1109. SHRI NILOTPAL BASU:

SHRI DIPANKAR MUKHERJEE:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Seattle meeting is going to take up the review of the Marrkesh Treaty and the pattern of global trade thereof;

(b) if so, whether the Government has insisted on a factual report of exports and imports to and from U.S., European Union, Japan and other developing countries in U.S. dollar as well as percentage of total volume during the times since the Treaty is being enforced;

(c) if so, the details thereof; and

(d) if not, the reasons thereof and the information collected by the Government on the factual position in detail?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI MURASOLI MARAN): (a) As per the Agenda, in the Third Ministerial Conference of the World Trade Organization (WTO) held at Seattle, USA from 30th November-3rd December 1999, Ministers were to review the operation and the functioning of the multilateral trading system and to adopt a Ministerial Text for setting out the future work programme of the WTO. As part of the Conference process, a Working Group was, inter alia, formed at Seattle Conference to discuss various implementation issues as have come up during the implementation of various WTO agreements. However, as no consensus-based conclusion could be reached on most of the issues before the Ministerial Conference, no declaration was finalized and the work of the Ministerial Conference was suspended.