

वडहरवा आदिवासी क्षेत्र में काम कर रहे टेलीफोन एक्सचेंज की क्षमता में वृद्धि

3126. श्री ज्ञान रंजन: क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बिहार-बंगाल सीमा पर वडहरवा आदिवासी क्षेत्र में काम कर रहा 200 लाइनों का एक्सचेंज जनता की जरूरतों को पूरा नहीं कर पा रहा है और वे लोग अब भी टेलीफोन की प्रतीक्षा सूची में हैं;

(ख) यदि हां, तो क्या इस टेलीफोन एक्सचेंज को 500 टेलीफोन लाइनें चलाने की क्षमता रखने वाले एक्सचेंज में बदलने का कोई प्रस्ताव है;

(ग) यदि हां, तो यह काम कब तक पूरा कर लिया जाएगा; और

(घ) क्या सरकार ने इस एक्सचेंज को एस टी डी सुविधा से जोड़ने का कोई कार्यक्रम बनाया है और इसके लिए माइक्रोवेव आप्टिकल फाइबर प्रणाली कब तक स्थापित किए जाने की संभावना है?

(संचार मंत्री) श्री बेनी प्रसाद वर्मा: (क) से (ग) आज तक की स्थिति के अनुसार वडहरवा आदिवासी क्षेत्र (न कि वडहरवा, क्योंकि इस नाम का आदिवासी क्षेत्र न तो बिहार में है और न ही पश्चिम बंगाल में है) में कामकर रहे टेलीफोन एक्सचेंज में प्रतीक्षा-सूची "शून्य" है। वर्ष 1996-97 के दौरान विद्यमान एक्सचेंज के स्थान पर 512 पी सी-डॉट एस बी एम एक्सचेंज स्थापित करने का प्रस्ताव है।

(घ) वडहरवा के लिए ओपन वायर कैरियर प्रणाली पर एस टी डी सुविधा पहले ही प्रदान कर दी गई है। तथापि, 1997-98 तक माइक्रोवेव/आप्टिकल फाइबर प्रणाली चालू कर दिए जाने का प्रस्ताव है।

Present status of Ganga Barrage at Kanpur

3127. SHRI BHUPINDER SINGH MANN: Will the Minister of WATER RESOURCES be pleased to state:

(a) the present status of Ganga barrage at Kanpur; and

(b) the Implementation of relief/compensation package if they granted to villagers whose lands have been acquired?

THE MINISTER OF WATER RESOURCES (SHRI JANESHWAR MISHRA):

(a) Due to acute shortage of drinking water in Kanpur City and urgency of taking up such schemes the Planning Commission during 1993-94 approved Central Support of Rs. 100 crores as loan to Government of U.P. over a period of 3-4 years on 50 : 50 matching basis between Central and the State Government for construction of Ganga Barrage at Kanpur. The Scheme could not take off for want of counter-part funding by the State Government.

Recently a detailed Project Report namely "Integrated Project for Ganga Barrage and Water Supply to Kanpur City through Barrage" has been received in the Deptt. of Urban Development, Ministry of Urban Affairs & Employment from the State Government of U.P.

(b) The information is being collected and will be laid on the table of the House.

Indian Prisoners of War in Pakistani Jail

3128. SHRI O.P. KOHLI:

SHRI SATISH PRADHAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that as many as 40 defence personnel captured by Pakistan during 1971 Indo-Pak Conflict (Bangladesh War) are still in the custody of Pakistan and languishing in its jails;

(b) if so, the steps Government have taken so far to get them released;

(c) the Pakistan Government's response thereto and the further steps Government propose to take in this matter; and

(d) the number of Pakistani prisoners (POWs) in the Indian jails and is there any proposal to exchange them to secure the release of Indian POWs; if not, the reasons thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) According to available information, 54 missing Indian defence personnel are believed to be in custody in Pakistan.

(b) and (c) Government have repeatedly taken up with the Government of Pakistan the question of the 54 missing Indian defence personnel believed to be in custody in Pakistan.

It is regrettable that Pakistan has not responded positively to the numerous constructive proposals made by the Indian side over the years for resolving this humanitarian issue. Government of Pakistan, however, maintains that there are no Indian defence personnel in its custody. We would continue with our efforts to seek Pakistan's cooperation on this issue.

(d) India does not have any Pakistani POWs in its custody. However, Pakistan Government have indicated in the past that 395 Pak defence personnel are missing since 1971.

Pending proposals for Development of Ports in Gujarat

3129. SHRI GOPALSINH G. SOLANKI:
SHRI ANANTRAY DEVSHANKER
DAVE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received a number of proposals from Gujarat Government regarding development of some ports in the State;

(b) if so, the updated details in this regard;

(c) whether it is a fact that such proposals are pending for approval since long;

(d) if so, the reasons therefor; and

(e) by when above proposals are likely to be approved by Government?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN): (a) No, Sir. The responsibility for development of

Minor/Intermediate Ports vests with the respective State Governments.

(b) and (e) Do not arise.

Ship Repairing Facilities in Public and Private Sectors

3130. SHRI SANJAY DALMIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the existing ship repairing facilities both in public and private sectors are inadequate;

(b) if so, the details of existing facilities in both the sectors; and

(c) the steps Government propose to take to improve the situation?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN):

(a) Yes, Sir.

(b) The details of existing ship repair facilities in both public as well as private sectors for sea-going vessels are given in statement. (*see below*).

(c) Ship repair industry is open to the private sector. Concessions as available to 100% export-oriented units under Import-Export Policy of the country from time to time are also applicable to the ship repair units. In order to promote ship repair facilities at various Ports, the Ports have been advised by the Government to make available land and water front areas to the private entrepreneurs who may be interested in setting up ship repair facilities at respective Ports.

Statement

Details of Ship Repairing Facilities available in the country for commercial sea-going vessels

Sl. No.	Name of the Port/ Shipbuilding Yard.	Broad Dimensions (In Metres)
(1)	(2)	(3)
(A) PUBLIC SECTOR		
1.	<i>Mazagon Dock Limited, Mumbai:</i>	
	(i) Ritchie Dry Dock	150.88 x 18.59 x 5.49
2.	<i>Mumbai Port Trust, Mumbai</i>	
	(i) Hughes Dry Dock	304.80 x 30.08 x 9.75
	(ii) Mereweather Dry Dock	132.40 x 19.06 x 6.40