

तो इसमें तो सही हो सकता है लेकिन बम्बई से गोवा और बम्बई से मंगलूर चलायेंगे तो वह सही नहीं होगा क्योंकि यहाँ पर कस्टम क्लेयरेंस आदि जो विधि है वह बहुत लंबी है। फिर भी मैं माननीय सदस्य को आश्वासन देना चाहता हूँ कि कोस्टल शिपिंग को जितना ज्यादा ला सकते हैं उतना लाने की कोशिश करेंगे।

**SHRI SOM PAL:** I would like to know from the Government whether in order to improve the economic viability of our ports there is a proposal under consideration to permit ships with foreign clients to visit Indian ports, to avail transit facilities and for container aggregation and whether there is a proposal to suitably amend the law to facilitate that.

**SHRI MANUBHAI KOTADIA:** Sir, recently we had some discussion in our Port Trust Chairmen's meeting and to amend this is under active consideration of the Government.

**SHRI DIPEN GHOSH:** Sir, the hon. Minister has stated or rather assured the hon. Member, Shri Chaturanan Mishra, that he would supply information as to the relative cost efficiency of coastal shipping transport compared to rail transport and road transport. But apart from that fact, Sir, you will appreciate, and I hope the Minister would also appreciate, that there is a recession in the shipping industry as such, and so the shipping industry also requires a sort of diversion from high sea to coastal shipping. And there are hazards of the rail bookings and road bookings. In view of these factors, the hazards the Railways and road transport are facing, they have got certain stagnancy also. The optimum they have reached. In view of the recession in the shipping industry as such, would the Government consider purposely that the coastal shipping transport is encouraged and improved so that the traders and passengers can take recourse to coastal shipping more and more.

श्री मनुभाई कोटाडिया : सभापति महोदय, मैं मित्रा जी के प्रश्न के जवाब

में कहा है कि कोस्टल शिपिंग इंडस्ट्री को जितना बढ़ावा दिया जाता चाहिये था उतना नहीं दिया गया है। अभी उसके बारे में बहुत स्कोप है। माननीय सदस्य ने जो सुझाव दिया है उस पर हम पूरी तरह से सोचेंगे।

(Q. Nos. 146 to 148 — Hon. Members absent)

\*146. [The questioner (Miss Saroj Khaparde) was absent. For answer vide Col. 33—35 infra]

\*147. [The questioner (Shri Prabhakar Rai Kalvala) was absent. For answer vide Col. 35 infra]

\*148. [The questioner (Shri Jagdish Jani) was absent. For answer vide cols. 35-36 infra]

#### Privatisation of Telecommunications Sector

\*149. **SHRI J. P. JAVALI:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the International Finance Corporation (I.F.C.) has recently suggested the privatisation of a part of the telecommunications sector in India as it is among the poorest in the world; and

(b) if so, what are the details of the proposal and the action proposed to be taken by Government in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. SANJAY SINGH):** (a) No, Sir. No suggestions have been received from I.F.C. in this regard.

(b) Does not arise.

**SHRI J. P. JAVALI:** My question to the Government was whether it is a fact that the International Finance Corporation (IFC) has recently suggested the privatisation of a part of the telecommunications sector in India as it is among the poorest in the world. I would like to know from the hon. Minister whether

it is the poorest in the world. Part (b) of my question is since there is a thinking of privatisation of public sector whether the Government is thinking of privatisation of this sector.

**DR. SANJAY SINGH:** Sir, that paper did not directly concern the World Bank project. It was simply a suggestion which directly does not concern the Department.

**SHRI J. P. JAVALI:** Sir, it is a very unsatisfactory answer. Just as the functioning of the Telephone Department it is most unsatisfactory. Most of the telephone exchange equipments are so old and worn out that we all experience that many times our telephone sets go dead. When we lift the receiver, we hear cross-talks and we have to wait till the cross-talks are over. Therefore, I want to know, at what stage the replacement of old equipment with electronic equipments is taking place, particularly in Karnataka and more particularly in Hubli and Dharwar?

**DR. SANJAY SINGH:** Sir, the hon. Member's question was about privatisation. I have given the answer. But if the hon. Member wants to ask some specific question about replacement by electronic exchanges...

**MR. CHAIRMAN:** You cannot ask about the whole of India—Hubli, Dharwar. How can he answer?

**SHRI J. P. JAVALI:** What is the modernisation programme in Karnataka?

**MR. CHAIRMAN:** No, no. Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### सड़कों का निर्माण

\* 141. श्री रणजीत सिंह :  
श्री अजीत जोगी :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार अधिष्ठाण आर्थिक संकट के कारण सड़कों के निर्माण को समुचित प्रोत्साहन देने की स्थिति में नहीं है और इस उद्योग में निजी क्षेत्र से सहयोग लेने पर विचार कर रही है ;

(ख) यदि हां, तो क्या सरकार ने इससे संबंधित वर्तमान कानून में संशोधन करने का निर्णय किया है ; और

(ग) यदि हां, तो संबंधित कानून में कब तक संशोधन कर दिया जायेगा ताकि निजी क्षेत्र का सहयोग प्राप्त किया जा सके ?

जल संसाधन मंत्री, साथ में जल-भूतल परिवहन मंत्रालय का अतिरिक्त प्रभार (श्री मनुभाई कोटाड़िया) : (क) से (ग) पिछली योजना अवधियों के दौरान तथा आठवीं योजना के चालू वर्ष में संसाधनों के अभाव के कारण राष्ट्रीय राजमार्गों के विकास के लिये अपेक्षाओं के अनुरूप पर्याप्त परिश्रम सुलभ कराना संभव नहीं हुआ है । राष्ट्रीय राजमार्ग अधिनियम, 1956 में संशोधन करने के लिये एक विधेयक संसद में पेश किया जा रहा है ताकि अतिरिक्त संसाधन जुटाने के लिये केन्द्र सरकार राष्ट्रीय राजमार्गों के चुनिन्दा खंडों के प्रयोग पर शुल्क लगा सके । राष्ट्रीय राजमार्गों के विकास में निजी क्षेत्र की सहभागिता के बारे में अभी कोई दृष्टिकोण नहीं अपनाया गया है ।