

(o) No foreign exchange assistance has been obtained for the introduction of computerisation on India Railways.

Statement

1. Loans and Credits extended by the World Bank—US \$ 1766 million (*about Rs. 1440.36 crores*)

Total amount includes 3 on-going Credits] Loans indicated below:—

1.1 Credit S44-IN—US \$ 190 million

(a) Procurement of;

(i) Plant & Machinery for workshop Modernisation^

(ii) the Unit Exchange spares for locomotives.

(iii) Plant and Machinery for Wheel and Axle Plant, Bangalore.

(iv) Wheels, tyres, axles and wheel-sets.

(v) Development support.

1.2. IDA Credit 1299-W—and IBRD Loan 221(MN US \$ 400 million.

(a) Procurement of:

(i) Plant and Machinery for Diesel Component Works, Patiala.

(ii) Unit Exchange components.

(iii) Procurement of High Horse Powered Prototype AC locomotives.

(vi) Components for High Capacity Wagons.

(v) Technical assistance and training.

1.3 IBRD Loan. 2417-IV—US \$ 280.7 million

(a) Procurement of:

(i) Plant & equipment for Railway Electrification.

(ii) Recording and Testing Car. (iii)

OHE Maintenance Vehicles.

(iv) Machinery and equipment for Workshop Modernisation Project.

(v) Training.

2. Loans extended by the Overseas Economic Cooperation Fund (OECF), Japan — Yen 9.28 Billion.

(i) Indian Railways Development Project (ID-P-17)- Japanese Yen 2.68 billion (Rs. 9.81 crores approx.). Loan will finance import of components like wheels, axles, wheelsets etc.

(ii) Bombay Suburban Railway Modernisation Project-(H>P-18). Japanese Yen 1.8 billion (Rs. 6.59 crores approx.). Loan will finance import of traction equipment/traction motors.

(iii) Calcutta Metro Railway Phase II construction Project-(ID-P-22)-Japanese Yen 4.8 billion (Rs. 20.17 crores approx.). Loan will finance the construction of a stretch of approx. 5 Kms. between Shyam Bazar and Esplanade Stations of Metro Railway, Calcutta.

3. Saudi Fund for Development (SFD) of Saudi Arabia^Equivalent US \$ 30 million. ..

The Loan will finance construction of the Koraput-Rayagada Raifw's project in Orissa State.

4. U.K. Grant for Railway Sector—£ 30 Million.

UK Grant will finance purchase of goods, [services from United Kingdom required for the Railways.

5. Organisation for Petroleum Exporting.

Countries Fund (OPEC)—US \$ 22.5 million

The OPEC loan will finance procurement of Unit Exchange components like wheels, tyres, axles, wheelsets etc in Calcutta Port

445. SHRI SUKOMAL SEN: Will the Minister of TRANSPORT be pleased to state:

(a) what steps Government propose to modernise and improve the functioning of the Calcutta Port;

(b) what has been the extent of increase of container traffic in the Calcutta Port during 1983-84 and 1984-85; and

(c) whether Government propose to examine the possibilities of developing the Calcutta Port as a centre for ship building and ship repairing units in the light of existing dry dock facilities and expertise available in the region?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) To improve and modernise the functioning of Calcutta Port, an outlay of Rs. 139

crores has been provided during 7th Plan 1985-90 as per details given below:—

(Rs. in crores)	
(i) Calcutta	47.00
(ii) Haldia	62.00
(iii) Bhagirathi-Hooghly River Training Works	30.00
	139.00

The important new schemes included in 7th Plan for this purpose are given in the Statement (*See below*)

Statement

Important new Schemes included in the Five-Year Plan 1985-90 for improvement and modernisation of Calcutta Port

		(Rs. in Crores)	
Port	Scheme	Estimated Cost	Outlay in Seventh Plan
Calcutta :			
1	Replacement of R.S. Vessel 'Path Finder'	6.50	6.50
2	Replacement of Steam Dock Tug 'MALATHI'	2.50	2.50
3	Replacement of Steam Dock Tug 'Champa'	2.50	2.50
4	Replacement of Steam River Tug 'Stalwart' with fire-fighting equipment	4.00	4.00
5	Replacement of 6 Steam and 3 Diesel Loco by 4 diesel Locomotives	2.00	2.00
6	Replacement of one Pilot vessel	12.00	2.50
7	Replacement of Despatch vessel 'Nadia'	10.00	2.00
8	Container handling facilities Phase—II	3.50	0.90
Haldia :			
1	Strengthening of existing Oil Jetty	3.50	3.50
2	Construction of Roads in Dock area	2.00	0.66
3	Second Oil Jetty including tugs	31.45	31.32
4	Additional General Cargo Berth	9.00	7.00
5	Augmentation of existing container terminal	10.00	2.50
6	Residential Quarters at Chiranjipur	5.00	1.75

(b) There has been substantial increase in Container Traffic at Calcutta as will be evident from the following figures:—

Year	Container Traffic in TEUs	
	Calcutta	Haldia
1983-84	25,942	6,689
1984-85	29,223	10,218
1985-86 (April-October)	24,581	4,691

(c) Considering the fact that five dry docks and adequate infrastructure for shipping repair facilities are available in Calcutta, a scheme for modernisation of dry dock facilities at Calcutta has been sanctioned at a total cost of Rs. 4.76 crores. The scheme has since commenced last year and is continuing. The scheme envisages provision of improved repair facilities with many modern equipment. The facilities when completed will result in savings in outflow of substantial amount of foreign exchange now incurred in having such ship repairs in foreign countries.

Second All India Family Planning Survey

446. SHRIMATI ILA BHATTACHARYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Second All India Family Planning Survey has submitted its report; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI KRISHNA KUMAR V) Yes, Sir.

(b) The Second All India Family Planning Survey was conducted mainly to gauge the present levels of knowledge, attitude and practice of various family

planning methods in general and condom in particular. The salient findings of the study are:—

(i) At the national level, a currently married women in the reproductive age group had on an average 3.27 live births and those aged between 40 and 49 years delivered on an average 5.37 live births.

(ii) On an average, the couples who had no living child wanted to have three children. The couples, however did not want an additional child when the present family size exceeded three children. There was a strong son preference and majority of them desired two sons.

(iii) At the national level, 62 per cent of the couples were not aware of various MCH services provided by the government. Of the remaining 38 per cent, only 18.4 per cent had ever availed of these services. 66 per cent of the couples who had been ever visited mentioned that female personnel such as ANM and LHV had visited them.

(iv) The data shows that about 95 per cent of the currently married persons were aware of both vasectomy and tubectomy. Among temporary methods, the awareness of condom was the highest (54 per cent) followed by IUD (43 per cent), pill (36 per cent) and MTP (25 per cent). Among temporary method, a large proportion (37 per cent) of persons were of the opinion that condom was an effective method for preventing unwanted pregnancies as compared to IUD (19 per cent) and pills (18 per cent).

(v) 81 per cent of the currently married persons approved use of family I planning, 18 per cent disapproved and the remaining one per cent were neutral.

(vi) Around 23rd of the couples never had inter-spouse communication