

traduction of night shift, replacement of coal crusher, replacement of conveyor belts, procurement of two new locomotives and hiring of locomotive from the railways.

Berths for Indian Vessels at Black Sea Ports

2355. DR. BHAI MAHAVIR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Soviet Union has agreed to provide India three berths for Indian Vessels at the Black Sea Ports;

(b) if so, the extent to which such an allotment of berths will help Indian Vessels for their quick loading/unloading;

(c) the names and Status of the leader and other members of Indian Delegation who visited Soviet Union in this regard and held discussions with Soviet counterparts and what is the outcome thereof; and

(d) how many berths on Indian sea ports are allotted to Soviet Union and which of the two countries is a beneficiary in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEEREN-DRA PATIL): (a) to (c) A five members Indian Delegation comprising the following Officers was deputed to attend the Fourth Session of the Indo-Soviet Joint Committee on Shipping held in Moscow/Odessa between May 12—18, 1982: —

Leader

- (1) Shri Mohinder Singh
Secretary to the Government of India, Ministry of Shipping and Transport. New Delhi.

Members

- (2) SHRI K. P. Balakrishnan, Minister (Economic) Indian Embassy in Moscow

- (3) Shri P. C. Shukla, Executive Director. Shipping Corporation of India Ltd., Bombay.

- (4) Shri J. H. Khan, Senior Deputy Manager, Scindia Steam Navigation Company Ltd. Bombay.

- (5) Shri G. C. Bhattacharya, Manager (Conference) India Steamship Company Limited, Calcutta.

One of the subjects discussed in, the Joint Committee related to the turn round of Indian vessels at Soviet Ports with a view to reducing pre-berthing delays of Indian liner vessels to a maximum of 10 days at Ilychevsk Port. The Indian side sought an increase in the number of berths for discharge from two to three till such time as a daily output of 1500 tonnes is realised.

With the release of a third berth at Ilychevsk and diversion of some Indian liner vessels to another Soviet Port during June/July, 1982 the pre-berthing delay has come-down from 40 days in May, 1982 to between 10 to 20 days in July, 1982.

(d) In Indian major ports, berths are allotted as and when a vessel arrives, depending upon the type of cargo and the availability position. However the Bombay Port Trust gives preference to vessels of the Indo-Soviet Shipping Service at one of its container berths. The benefit is mutual.

Conversion of Coastal Highway into National Highway in Gujarat

2356. SHRI VITHTHAL BHAI MOTIRAM PATEL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Gujarat Government had submitted a proposal to the Central Government for

converting the existing Coastal Highway into a National Highway;

(b) whether the Central Government have informed the Government of Gujarat that the request will be taken into consideration after the mid-term review; and

(c) whether the mid-term review has been completed and if so, what decision has been taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESRI): (a) Yes, Sir.

(b) The State Government had been informed that it was not possible to declare any new roads as National Highways at present due to financial constraints. They had been told that a note had been kept of the requirement and that, after the mid term, plan appraisal if funds permitted expansion of the existing National Highway System, it will be given due consideration along with similar proposals from other States, keeping in view available resources, *inter-se* priority of Individual schemes on an all-India basis and the criteria governing the classification of roads as National Highways.

(c) Mid-Plan review has not yet taken place.

Misbehaviour by conductors and Drivers of Mini.Bose, in Delhi

2357. SHRI AMAR PROSAD CHAKRABORTY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of cases of misbehaviour with the passengers by the conductors and drivers of mini buses which ply in Delhi/New Delhi and particularly between Inderpuri and Delhi main railway station;

(b) whether it is a fact that sometimes the passengers are not issued tickets against the ticket-money

taken from them by the conductors; and

(c) if so, what steps Government propose to take to check the irregularities and mis-behaviour on the part of conductors and drivers of these mini buses?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESRI): (a) to (c) The mini-buses are being operated by the private operators under Administrative and Control charge scheme of DTC.

Instances have come to the notice of the DTC about irregularities like excessive overloading, charging of excess fares and misbehaviour by the crew with passengers. On receipt of complaints, action is invariably taken. During April-July, 1982 eight cases of misbehaviour were reported. After issuing show cause notices in all cases, penalties have been imposed on the owners.

Instructions have also been issued by DTC to the Divisional Managers to exercise better control over the operation by the private operators operating under ADCC Scheme. They are now required to abide by the schedule and are required to report to Time-Keepers posted at the Terminals for recording their scheduled arrival and departure as well.

Bombay Dock Labour Board

2358. DR. SHANTI G. PATEL: SHRI P. BABUL REDDY:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when was the Bombay Dock Labour Board last reconstituted and what is the statutory provision regarding the normal term of the Board;

(b) what is the strength of the Labour representatives and what is the basis of giving representations to various unions on the Board and their membership;