

of 9 lakhs sq. mtrs. of woollen designed carpets with 100 per cent. export obligation, at Kandla Free Trade Zone, Gujarat.

Insufficient Steel stock yards in Gujarat

1852. SHRI IBRAHIM KALANIYA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Gujarat is the second industrialised State in the country and is not having sufficient steel stock yards in comparison to other States;

(b) what is the number of steel stock yards in States of Gujarat, Maharashtra, Punjab and in other States in the country; and

(c) what is the capacity of each steel stock yard?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB KUMAR MUKHERJEE): (a) to (c) Information is being collected and will be laid on the Table of the House.

Modernisation of Private Sector Steel Plants

1853. SHRI B. C. PATTANAYAK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Government have sanctioned funds for the modernisation of the various private sector steel plants;

(b) if so, what are the names of those private sector steel plants which are proposed to be financed by the Central Government for modernisation;

(c) what is the amount proposed to be given during 1981-82 to those steel plants; and

(d) what are the details regarding the implementation of this proposal?

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THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB KUMAR MUKHERJEE): (a) to (d) No funds are provided in the Central Government budget for the modernisation of the private sector steel plants. However, TISCO an integrated steel plant in the private sector, as a contributor to the Steel Development Fund (SDF), is eligible for a loan from that fund towards its modernisation scheme which is under implementation. During 1981-82, it has indicated its requirements from SDF at Rs. 60 crores.

Visakhapatnam Steel Plant

1854. SHRI M. R. APPAROW: Will the Minister of STEEL AND MINES be pleased to refer to the answer to Starred Question 201 given in the Rajya Sabha on the 3rd March, 1981 and state:

(a) what is the present progress in regard to the construction of Visakhapatnam Steel Plant;

(b) what is the estimated cost of the project; and

(c) whether the persons who were displaced by the construction of the Steel Plant have been rehabilitated?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB KUMAR MUKHERJEE): (a) Preliminary infrastructural and pre-construction activities in respect of Visakhapatnam Steel Plant such as construction water and power, site levelling, storages, site offices, approach roads, railway siding, have been in progress so far. These have either been completed or are nearing completion. The construction of the main plant is likely to commence in October 1981.

(b) The project was sanctioned at an estimated cost of Rs. 2256 crores in June, 1979, subject to the stipulation *inter-alia* that detailed and firm-up project cost estimates support-

ed by a revised Detailed Project Report would be submitted to Government by SAIL. These have since been received and the project is now estimated to cost Rs. 2935.41 crores (excluding interest during construction) with March, 1980 as base date.

(c) Out of 5, 803 families displaced so far on account of acquisition of land, 4,217 families have already been rehabilitated by providing alternative sites. The remaining are in the process of being shifted and expected to be rehabilitated by the end of September, 1981.

Introduction of new air services

1855. SHRI IBRAHIM KALANIYA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether a number of representations have been received to start a direct air service between Delhi-Bhavnagar-Rajkot so as to link Saurashtra region;

(b) if so, what are the details thereof;

(c) whether there is any proposal under Government's consideration for Bombay-DIV air services; if so, what are the details thereof and if not, what are the reasons therefor; and

(d) whether there is also a proposal to provide air-conditioned lounge at Ahmedabad Airport; if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) and (b) Indian Airlines has received several representations from the travelling public of Saurashtra regarding an air link between Rajkot and Ahmedabad giving connection to and from Delhi.

(c) No, Sir. Besides constraints of turbo-prop fleet capacity, the present state of runway at Diu and lack of

proper airport facilities, Indian Airlines has no plans to introduce an air service to Diu.

(d) Air-conditioning of only the 'departure holding lounge' at Ahmedabad is under consideration. The rest of the area is aircooled by means of 'desert coolers' due to reasons of economy, as is the case with all other domestic aerodromes under the control of Civil Aviation Department.

Confirmation of Officers working in Central Trade Service

1856. SHRI SATCHIDANANDA: SHRI R. M. DESAI:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a Central Trade Service was constituted in 1977;

(b) whether it is also a fact that no meeting of the DPC has taken place after the initial induction and no confirmation of Officers has taken place since then;

(c) if so, what are the reasons therefor and what is the number of Officers eligible for confirmation and what is the number of Officers working on *ad-hoc* basis after the initial induction; and

(d) what steps are proposed to be taken to hold the DPC and also to confirm the eligible Officers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KHURSHEED ALAM KHAN): (a) The Central Trade Service (Group A) Recruitment Rules, 1977 were notified on 3rd August, 1977, and the Service was initially constituted on 19th November, 1979.

(b) Yes, Sir.

(c) and (d) It was considered desirable in the interest of the members of the Service to amend the Recruitment Rules, in the first instance, so as