

SHRI P- V. NARASIMHA RAO: Mr. Shahabuddin is aware that everything that was decided at Cancun was already there. There is no advance on any point whatsoever. But the point is, for the first time, twenty-two heads of States and Governments have met there and there has been a meeting of minds. This was the positive result of Cancun.

SHRI PILOC MODY: Was it a meeting of minds or a meeting of bodies?

SHRI SANKAR PRASAD MITPA: When the Cancun conference was being held, many newspapers reported that there was no sufficient response of the developed countries in regard to the needs of poor and the problems of hunger of the developing countries. Is there any truth in these reports?

SHRI P. V. NARASIMHA RAO: As far as the summing up goes, there does not appear to be any truth in that. The point is, the needs of food security were realised on all hands and the summing up contains points to that effect.

MR. CHAIRMAN: Last question by Shri Ladli Mohan Nigam.

श्री लाडली मोहन निगम : सभापति महोदय, मैं विदेश मंत्री महोदय से यह जानना चाहूंगा कि क्या कानकुन सम्मेलन का सारा भार दुनिया की भूख और गरीबी पर केन्द्रित था और क्या हमारी सरकार ने वहाँ पर कोई ऐसा रचनात्मक सुझाव विकसित देशों के समक्ष रखा जिसमें दुनिया की भूख को दूर करने के लिये या दुनिया के विकास के लिये जो भी पैसा चाहिये उसके लिये जरूरी है कि दुनिया के विकासशील देश अपने जंगी बजटों में कुछ प्रतिशत कमी करके सारी दुनिया के लिए कोई एक ऐसा फंड सा बनाय जिसको दुनिया की गरीबी और भूख को दूर करने के लिये इस्तेमाल किया जा सके ?

श्री पी० वी० नरसिंह राव : सभापति जी, यह बात सही नहीं है कि कानकुन सम्मेलन का सारा वजन भूख और खाद्यान्न के ऊपर ही था। ऐसी बात नहीं है उसका वजन इन्टर-डिपेन्डस पर था और इस बात पर था कि जो विकसित देश हैं वे यह न समझ सकें कि वे विकासशील देशों को कोई दान दे रहे हैं और इसलिये वे दान चाहते तो दें अगर न चाहें तो न दें। जो बात पहले मानी जाती है थी उसको एक तरह से तरदीद करने की बात थी। वहाँ पर इस बात को मान लिया गया कि यह दान का प्रश्न नहीं है, यह तो आपस में एक दूसरे पर अवलम्बन का प्रश्न है, एक दूसरे की मदद करने का प्रश्न है। जब यह बात मान ली गई तो सारे क्षेत्रों में इस बात को मानने और सारे क्षेत्रों पर इस को लागू करने की बात आई और जैसा कि मैंने कहा कोई निर्णय नहीं लिये गये—एक, दो, तीन, इस तरह से। लेकिन इस बात का प्रभाव है, वह प्रभाव आगे देखा जाएगा। लेकिन वहाँ की हद तक उस बात को मान लिया गया और सभी लोगों ने माना। पहले सब लोग नहीं मानते थे, अब माना है। यही वहाँ की प्रगति है।

श्री सभापति : क्वेश्चन नंबर 186। अब यह ज्यादा चलेगा तो सभी को भूख लग जाएगी।

Congestion at the Bombay Fort

*186. SHRI S. KUMARAN:

SHRI B. SATYANARAYAN REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the ship diversion scheme initiated by the Government with a view to removing

†The question was actually asked on the floor of the House by Shri B. Satyanarayan Reddy.

the congestion at the Bombay Port has not been successful and that the conditions at the Port are far from satisfactory;

(b) if so, what are the reasons therefor;

(c) what is the normal waiting time for the ships in the mid-stream for the allotment of berths; and

(d) what steps Government are contemplating to improve the situation?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEEREN-DKA PATIL): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) and (b) It is not practicable to have a ship diversion scheme as most of the cargo is imported by private parties and it is not the policy of the Government to control the shippers' choice in the matter of preference of Port of import Or export. Every ship has a right to call or any port of its choice. However, for planning the import and export of hulk commodities like fertiliser/fertiliser raw material, steel, edible oil, newsprint, cement etc, imported on Government account, a Standing Inter-Ministerial Committee called the "Standing Committee on Rationalised Distribution of Cargo" has been functioning in the Ministry of Shipping and Transport. The role of this Committee is not to impose allocation of cargo but to seek agreed solutions. The major reason for congestion at Bombay Port is that the Port is called upon to handle cargo much in excess of its rated capacity.

(c) Waiting period for ships depends upon the cargo which they are carrying. Waiting period is minimum in respect of vessels carrying general cargo and it is maximum in respect of ships carrying bulk items like steel, Soda ash etc.

(d) The Bombay Port Authorities have taken various steps to relieve congestion at the Port. These include encouragement of mid-stream discharge of cargo through payment of subsidy, taking action against vessels which do not perform adequately at the berths and providing out of turn berths to vessels which complete cargo operations at faster rate etc. Besides, the Central Ministries and Public Sector Undertakings are being advised to make greater use of other Indian Ports wherever practicable till the congestion in Bombay port cases.

As long-term measures, steps like construction of fourth oil berth at Butcher Island, purchase of high-powered tugs, container handling equipment etc., are being taken. It is also proposed to construct a new port at Nhava-Sheva near Bombay.

श्री सत्यनारायण रेड्डी : सभापति

जी, मंत्री महोदय ने अपने जवाब में कहा है कि :

"It is not practicable to have a ship diversion scheme as most of the cargo is imported by private parties and it is not the policy of the Government to control the shippers' choice in the matter of preference of part of import or export.

मैं मंत्री महोदय से यह जानना चाहूंगा कि यह तो मानो हुई बात है कि बम्बई पोर्ट में ज्यादा...

श्री सभापति: सामान आता है।

श्री सत्यनारायण रेड्डी : ज्यादा

आश्रिता है और वहां कोई ऐसा समय नहीं है कि जहां कोई खाली जगह रहती हो, इन हालात में क्या सरकार कोई दूसरी योजना सोच रही है जिससे कि दूसरे नए पोर्ट बनाए जाएं ताकि वहां जो कारगो है उसको दूसरी जगह ले जाया

जाए ? ऐसी कोई योजना है या नहीं ?
आपने इस जवाब में यह भी कहा कि :

"It is also proposed to construct a new port at Nhava-Sheva near Bombay."

यह न्हावा-शेवा के अलावा और कोई दूसरा पोर्ट भी है जहाँ के लिए योजना बनायी जा रही है । अगर ऐसा नहीं है तो सिर्फ एक न्हावा शेवा बनाने से यह काम पूरा हो सकता है या नहीं, यह मेरा पहला सवाल है। दूसरा यह कि . .

श्री सभापति : दूसरा उसके बाद ।

श्री सत्यनारायण रेड्डी : नहीं, इससे ही बनता है, उसके बाद हमारा दूसरा सप्ली-मेंटरी रहेगा, यह इसी से जुड़ा हुआ है । यह न्हावा-शेवा जो बन रहा है इस के लिए जो आपने तर्जुमा की है इस में कितना समय लगेगा ?

SHRI VEERENDRA PATIL: Sir, in all, in our country there are ten major ports, and out of ten major ports, the congestion problem is more only in the Bombay port. Bombay is a congested port because there we are getting a lot of ships and a lot of goods. The capacity of the Bombay port is to handle 6 million tonnes every year other than POF. As against the capacity of 6 million tonnes, the port is handling today 8.5 million tonnes. Sir, you know very well that Bombay port is in Bombay city and the backup area is very limited. We cannot expand further the port of Bombay. Therefore, in order to cope up with the increase in traffic, the proposal is to build Nhava-Sheva port very near to Bombay. For building Nhava-Sheva port, the Government has already taken action. How (India) have been our consultants and they have been asked to prepare the project report. They have already submitted the interim project report to the Government of India and we are expecting

the detailed project report during this month from them. After receiving the detailed project report, investment decisions will be taken and we will see that the work is started on that project as early as possible.

श्री सत्यनारायण रेड्डी : मैं मंत्री महोदय से यह जानना चाहूंगा कि हिन्दुस्तान के जो दूसरे बंदरगाह हैं, उनके बारे में आपके जवाब में यह बात कही गई है कि—

"Besides, the Central Ministries and Public Sector Undertakings are being advised to make greater use of other Indian ports wherever practicable till the congestion in Bombay Port ceases.

तो मैं मंत्री महोदय से जानना चाहूंगा कि आप उनकी क्षमता को पूरी करने के लिए या उनका पूरा उपयोग करने के लिए दूसरे ऐसे कितने पोर्ट्स हैं जहाँ आप इसका प्राप्य तरीके से, ठीक ठीक से उपयोग कर रहे हैं ? कौन कौन से पोर्ट्स हैं जिनको आप इस्तेमाल करने की बात कर रहे हैं ?

SHRI VEERENDRA PATIL: Sir, I have already stated that there are ten major ports. The other major ports are—Madras, Vizag, Paradip, Calcutta, Kandla. (Interruptions) wherever it is possible. It is very difficult to say. We have been advising the user Ministries and also the public sector undertakings who are exporting and importing the bulk commodities as far as possible. If it is not practicable, we cannot force them. If it is practicable we are asking them, we are advising them to operate their ships and also import and export their cargo through other ports, particularly Kandla, Madras, Visakhapatnam and other ports. Wherever there are facilities, wherever it is possible and feasible to operate the ships, there we have been persuading them and to some extent we have been successful in doing this exercise. Therefore, so

far as the congestion of the Bombay port is concerned, the position is very much improved now. In the month of June-July the congestion was so much that the waiting period was 45 days but now the waiting period has come down to eight or 10 days and, I hope, with the co-operation of the workers there won't be any congestion and Bombay will be free from congestion by the end of this month.

SHRI ARVIND GANESH KULKARNI: Sir, in the statement he has given various measures taken to remove the congestion in the Bombay port. But, even taking if for granted that the waiting period now is only eight days, various ships, particularly foreign ships, avoid docking their ships at the Bombay port for fear of demurrage, and that is one of the complaints which is coming in the way of exports—because exports also cannot take place due to congestion. So I want to know whether the Government has any scheme for mechanical handling at the port and, if so, what is the present position as regards mechanical handling at the Bombay port. He has rightly stated that the real answer to this problem would be building up of the Nhava Sheva port. He has also said that yesterday or today or whatever it is, a report has been received and the consultants are going ahead. May I know from him whether a controversy is not going on on behalf of the environmentalists in Bombay and also two days back there was a statement from the Prime Minister's Office or Secretariat that a new committee has been appointed to examine the prospects of a bridge over the creek joining Nhava-Sheva with Bombay? Talking all this into consideration I want to know whether a committee has been appointed and, if so, its terms of reference. To me, at least, the environmentalists of Bombay are an elitist class but we are concerned with the development and growth of industry and earning of more foreign exchange. So, Nhava Sheva port should get priority. I want to know

what is the time schedule for completing construction of the Nhava-Sheva port.

SHRI VEERENDRA PATIL: Sir, it is not correct to suggest, as the hon. Member has said, that foreign vessels are not calling at the Bombay port. Our experience is that more vessels are coming—whether foreign or our own. They are coming more and more and exporters and importers prefer Bombay port more to other ports. That is our problem. Therefore, it is not correct to suggest that foreign vessels are not coming to the Bombay port. As I have already said, we have got sufficient capacity to handle whatever cargo that is coming to Bombay port. There is the equipment and there is a proposal to acquire more equipment also. So far as the Nhava-Sheva port is concerned, I do not think there is any difficulty as far as construction of the new port is concerned. We are waiting for the final project report from the consultants and, after receiving the final project report, as I have said, a decision would be taken and we will go ahead with the work. That is what I want to assure the hon. Member.

SHRI ARVIND GANESH KULKARNI: What is the time schedule?

SHRI VEERENDRA PATIL: The hon. Member referred to a committee. I do not know about the committee.

MR. CHAIRMAN: About environment.

SHRI VEERENDRA PATIL: I do not know about that committee. *(Interruptions)* But I don't think there would be any difficulty. I do not know for what purpose that committee has been constituted. Therefore, I am not in a position to say what the terms and conditions of that committee are, because I am not aware of that committee.

SHRI NARASINGHA PRASAD NANDA: What is the time-schedule, Mr. Minister?

SHRI VEERENDRA PATIL: So far as the time-schedule is concerned, I have already said that during this month we are expecting a detailed project report and after getting that we will process it and then it will go to the PM and ultimately it will go to the Cabinet and then tender papers have to be prepared and global tenders have to be floated. It may take a year to complete these formalities.

MR. CHAIRMAN: Q. No. 187—Hon. Members absent >

SHRI ARVIND GANESH KUL-KARNI: Sir, I only wish to bring to your notice that the hon. Member was here, but since the Minister is not interested in replying to our questions, there is nobody here. (Interruptions) You are here, but the Members of your party have gone away. What to do?

MR. CHAIRMAN: What does it matter to you? I wanted to take up one more question.

श्री लाडली मोहन निगम : सभापति
महोदय, क्या . . .

श्री जे० के० जैन : मुझे आवेक्षण है । कल आपने मेरे साथ जो व्यवहार किया था वैसा ही व्यवहार उनके साथ आप करिये । मैं इतना ही कहना चाहता हूँ । मैंने आप से पहले ही आश्वासन लिया था इस बात का ।

श्री सभापति : आप बैठ जाइये ।
Mr. Nigam, yesterday I did not allow him. So he will not allow you. I think you are right, Mr. Jain. I must have the same standards. I will have the same standards as I have applied for 25 years.

SHRI J. K. JAIN: Thank you, Sir.

MR. CHAIRMAN: Next question.

*187. [The questioners (Shrimati Hamida Halabullah and Shrimati Su-shila Shankar Advarekar) were absent. For answer vide col. 40 infra.]

1412 RS—'

Promotional opportunities for non-academic Staff of UT

*188. SHRI ARABINDA GHOSH: Will the Minister of EDUCATION be pleased to state:

(a) whether Government have received any Memorandum dated the 14th September, 1981, submitted by the Co-ordination Committee of All IIT Employees Unions/Associations regarding the scheme of promotional opportunities for non-academic staff of the IIT; and

(b) if so, what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) The Memorandum is being examined.

Revision of Market Rates of Land in Delhi

*189 SHRI NARASINGHA PRASAD
NANDA:

SHRI B. SATYANARAYAN
REDDY:

Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether Government have revised the market rates of land in Delhi both for residential and commercial purposes;

(b) if so, what are the details then of stating the comparative rates of land in Delhi during the last year and the revised rates;

(c) whether Government's attention has been drawn to a news item which appeared in the Indian Express dated the 27th October, 1981 under the heading

'The question was actually asked the floor of the House by Shri Narasimha Prasad Nanda.