

tive Assembly for additional train services from Calcutta to North Bengal; and

(b) if so, what action Government have taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Supply of engines to Cochin Shipyard by German and Polish firms

1047. SHRI PATTIAM RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the terms and conditions put forward by the German firm MAN and Polish firm to supply the engines for Cochin Shipyard; and

(b) the dates on which the decisions were taken to approach Poland and West German firms for buying these engines?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) M/s. MAN, Augsburg, West Germany revised their earlier offers on 9-6-80 and it was DM 8,130,000 (FOB) (Delivery April 1981) for "A" Version of MAN Engine for Ship 002 and DM 9,345,690 (FOB) (Delivery October 1981) for "B" version of MAN Engine for Ship 003. This was also *inter-alia* subject to the condition that the contracts for both engines are signed not later than 30-6-1980. The Polish firm in April 1980 offered the two SULZER Engines at US \$ 2,943,000 (FOB) (Delivery December, 1980) and US \$2,508,000 (FOB) (Delivery August/September 1981) respectively.

(b) The Shipyard on 15 March, 1980 informed MAN Augsburg, their intention to purchase Engine for Ship 002 at price quoted by MAN in August, 1979. MAN did not accept the order insisting on a higher price. Orders for two Engines on the Polish firm were confirmed by the Shipyard on 27-8-80 and 29-9-80.

Development of inland Water Transport System

1048. SHRI RAM BHAGAT PASWAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state;

(a) whether there is any proposal under Government's consideration to develop inland water transport system in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b) Proposals, as in the past, have been formulated for inclusion in the Sixth Five-Year Plan *in* development of inland water transport. The Sixth Plan has, however, not yet been finalised.

Affairs of Paradip Port Trust

1049. SHRI JAGDISH JANI: Will the Minister of SHIPPING AND-TRANSPORT be pleased to state;

(a) whether Government had received certain complaints from the former Chairman of the Paradip Port Trust against the present Secretary of the Port Trust;

(b) if so, when these complaints were received;

(c) what is the nature of complaints made against the Secretary by the Chairman; and

(d) what action was taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b) The former Chairman of Paradip Port Trust had made certain complaints against the Secretary in 1978.

(c) The complaints related to certain deficiencies and improprieties on the part of the Secretary.

(d) His probation period was extended from time to time; no other action was considered necessary at that time.

Construction of second general cargo berth at Paradip Port in Orissa

1050. SHRI J. K. JAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the progress in the construction of second general cargo berth at Paradip port in Orissa is going on in accordance with the schedule;

(b) if not, the reasons therefor;

(c) whether any escalation is anticipated in the original estimates of Rs. 4.03 crores; and

(d) if so, to what extent?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b) The work of construction of 2nd general cargo berth was awarded to M/s. Gammon Nirman in November, 1979. The scheduled completion date is 15-5-82. The pile foundation work for the cargo berth is in progress. There is a slight setback in the progress because of nonavailability of steel and good quality cement for the work.

(c) and (d) The original estimate of Rs. 403.00 lakhs sanctioned in July, 1978 has already been updated and a revised estimate of Rs. 725.58 lakh has been sanctioned.

Running of new train from New Delhi to Jammu Tawi

1051. SHRI BHABANI CHARAN PATTANAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at present no train starts from New Delhi for Pathankot/Jammu Tawi;

(b) whether it is also a fact that due to heavy rush of passengers from New Delhi to Pathankot/Jammu Tawi,

it is difficult to get reservation for Pathankot/Jammu Tawi on the trains coming from other places; and

(c) if the answer to parts (a) and (b) above be in the affirmative, whether Government propose to start a new train from New Delhi to Pathankot/Jammu Tawi, and if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN): (a) and (b) Yes. However, there are three daily trains viz. 1771178 PUNE-Jammu Tawi Jhelum Express, 33/34 Delhi-Jammu Tawi Kashmir Mail and 17/18 Madras-Jammu Tawi Express available for passengers from Delhi and New Delhi for Jammu Tawi. Two sectional coaches, viz. one AC second sleeper and a second sleeper are also attached to 177 Jhelum Express from New Delhi. Besides, quotas of accommodation have also been earmarked in this train in 17 Janata Express for Delhi/New Delhi passengers going towards Jammu. Difficulty in reservation is felt by passengers during seasonal spurt of traffic.

(c) During seasonal spurt in traffic like summer and festival season, special trains are run between New Delhi and Jammu Tawi. Introduction of an additional train as a regular measure is not operationally feasible due to certain technical Sections en route and also limited terminal facilities at Jammu Tawi and New Delhi.

Congestion in major ports

1052. SHRIMATI HAMIDA HABIBULLAH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the steps taken by Government to ease the congestion in the major ports in the country and the results achieved thereby?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): In order to ease congestion at some of the major ports and to utilise fully