

(b) This berth cost Rs. 13.62 crores. Haldia Port was planned for servicing approximately 80,000 DTT vessels with 40 ft. draught. Due to the behaviour of the estuary, despite continuous dredging, the draught at Present is about 32 ft. Because of non-availability of requisite draught, the buyers are not ordinarily nominating their vessels for lifting iron ore. Iron ore berth, however, is being used for handling petroleum products.

(c) Iron ore berth was planned on the basis of a techno-economic study. It was intended to handle export of iron ore from Barajamda sector.

Increase in the developmental costs of ports

1067. SHRI SADASHIV BAGAITKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the details of the original estimated cost for the development of Paradip, Haldia and Mar-gao ports and the extent to which the developmental cost escalated after their completion;

(b) whether Government have conducted any enquiry to ascertain the causes for the said escalation and if so, what are the details thereof; and

(c) to what extent the anticipated escalation in the cost of development was taken into account at the time of formulating the original estimates in respect of these ports?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The original and revised cost estimate in respect of important projects at Paradip, Haldia Dock Project and Mormugao Port Development Projects are indicated below:—

	(Rs. in crores)	
	Original cost	Revised cost
Ist general cargo berth at Paradip	2.29 (1969)	2.84 (1975)
Improvement and modification to ore handling plant at Paradip	5.21 (1976)	8.08 (works in progress)
Haldia Dock Project	40.00 (1966)	145.74 (1978)
Mormugao Port Development Project	28.64 (1969)	82.19 (1978)

(b) Reasons for large variations between the estimate and actual cost of Haldia Dock Project have been investigated. The investigating agency has come to the conclusion that failures which have led to the increase in cost were due to genuine lack of initial information in formulating such Project and absence of a high degree of technical manufacturing capability in the country.

No formal enquiry was conducted in regard to escalation of cost in respect of other projects mentioned above.

(c) Escalations during the construction period are not provided in the estimate.

Landslides on National Highway No. 48

1068. SHRI B. IBRAHIM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that travel on the Shiradi Ghat Road on National Highway No. 48 has now become unfit for traffic because the road is strewn with the rubble of landslides, an aftermath of the recent heavy rains all over South Kanara;

(b) if so, what steps Government have taken so far in this regard;

(c) by when this part of National Highway 48 (Bangalore—Mangalore road) will be cleared for traffic; and

(d) what steps Government propose to take to prevent the landslides in the Western Ghat sections?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The Government of India have received reports from the Karnataka State Public Works Department about the heavy rainfall during the current monsoons in the Shiradi Ghat area, through which National Highway 48 passes. As a result of this, portions of this National Highway in the area have been affected by landslides blocking the road.

(b) and (c) Continuous efforts have been made to clear the road of slips as and when these occurred and the road has now been made through for traffic since the evening of 25th July 1980. An ad-hoc allotment of Rs. 5.00 lakhs has been made to the State Public Works Department to meet the cost of removal of slips and repairs of the road.

(d) The State Public Works Department has been requested to send necessary estimates for repairs as well as for permanent remedial measures like protective works in the shape of breast walls and retaining walls to prevent further occurrence of such damages.

Publicity policy of Railways

1069. SHRIMATI SUSHEELA SHANKAR ADIVAREKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway have a coordinated publicity policy;

(b) whether it is also a fact that two journals of Railway Board are outside administrative and advisory jurisdiction of non-Railway Director of Public Relations;

(c) whether it is also a fact that officers deputed from Information Service and Transport and Commercial Cadre have a little understanding of complexity of railway engineering services etc.; and

(d) whether Government propose to appoint an ad-hoc expert committee or a standing advisory committee for such work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The publicity policy of the Railways is well coordinated between the Railway Board and the nine Zonal Railways, Production Units and other railway establishments.

(b) The administrative control of the Editors Of the two Railway Board magazines viz. "Indian Railways" and "Bhartiya Rail" has been placed under the charge of the Secretary, Railway Board since October 1978. The Director of Public Relations, Railway Board is, however, a Member of the Editorial Board of both these magazines.

(c) Like in all other major Ministries of the Government the Public Relations Directorate of the Railway Board is headed by an officer from the Ministry of Information and Broadcasting and he is designated as the Director of Public Relations Railways. He is assisted by an Information Officer also from the Ministry of Information and Broadcasting and a suitable railway officer of the Indian Railway Traffic Service. It is not considered necessary for these officers to have a thorough knowledge of all the complexities of railway engineering since technical officers of all the Railway Engineering Service are readily available in the Railway Board for consultation and advice on matters of publicity.

(d) No.