

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) Three.

(b) Yes. The Ernakulam-Alleppey BG line 51 kms. long is in progress and will be completed during the Sixth Plan.

#### **Exchange of Delegations between India and China**

**1127. SHRIMATI KANAK MUKHERJEE:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government propose to take the initiative for exchange on a regular basis of trade delegations and central delegations between India and the Peoples Republic of China as a part of Government's policy of normalisation of relation with that country; and

(b) if so, what are the details in this regard?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO):** (a) and (b) Several delegations in the trade field have been exchanged between the two countries. These include our delegation to the biannual Canton Trade Fair; a delegation of our Federation of Indian Chambers of Commerce and Industry which visited China in August 1978; a delegation of our State Trading Corporation/Minerals and Metals Trading Corporation which went to China in December, 1978. From the Chinese side, there were delegations, among others, from the Import/Export Corporation in February 1978; a Chinese delegation visited our Engineering Trade Fair in February 1978; and a delegations of the Chinese Council for Promotion of International Trade came in December 1979, etc.

In line with our efforts at normalising relations with China, the Secretary (East) in the Ministry of External Affairs, Shri Eric Gonsalves, was recently in Beijing on an exploratory visit.

#### **Loss Incurred by Calcutta Port Trust**

**1128. SHRI PILOO MODY:**

**SHRI R. R. MORARKA:**

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

(a) whether it is a fact that the revenue account of the Calcutta Port Trust was mostly in the red right from 1965-66 as a result of which they could not pay debt charges to the extent of Rs. 22.95 crores upto 1978-79;

(b) if so, what are the reasons for this poor performance; and

(c) what steps Government propose to take to improve the situation?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):** (a) Yes, except for a spell of two years from 1975-76 to 1976-77, and they defaulted in discharge of their debt service obligations not covered by moratorium. Half of the amount of subsidy payable in respect of the River Dredging and Maintenance Works is being adjusted against the defaulted debts since 1978-79.

(b) Calcutta is a riverine port and has been functioning with its draught limitations, which inhibit entry of even medium size vessels into the port, and in turn, results in low traffic. The cumulative effect of the increase in establishment costs, as a result of implementation of Wage Board Award, recommendations of the Wage Revision Committee, recommendations made by the Officer on Special Duty, rise in additional DA etc., work stoppages and higher expenditure on POL and other stores, due to steep rise in their prices, have led to Calcutta Port having unsatisfactory financial position.

(c) Steps taken to improve the financial position of Calcutta Port include the construction of a satellite port at Haldia, subsidy @ 80 per cent

of the expenditure incurred on river dredging and river maintenance, execution at Government cost of Bhagirathi-Hooghly river training works and construction of Farakka Barrage to ensure adequate head-water supply. Besides, the incentive scheme for cargo handling workers has been liberalised, in consultation with the various labour unions, to improve labour productivity.

### **Production in Garden Reach Shipbuilders and Engineers**

1129. SHRI R. R. MORARKA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the value of production in the Garden Reach Shipbuilders and Engineers has come down in 1978-79 as against 1976-77; if so, to what extent both in financial and physical terms;

(b) what are the reasons for poor performance; and

(c) what steps have been taken to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir. The value of production in 1978-79 was Rs. 34.97 crores as against Rs. 50.70 crores in 1976-77. It is not feasible to indicate the reduction in physical terms in view of the diversified product-mix of the Company.

(b) The shortfall in production was mainly on account of the 'go-slow' tactics resorted to by the workmen from August 1978, culminating in a continuous strike for a period of about four months from 22nd January 1979, as well as the general recession in the shipbuilding industry.

(c) Consequent on conclusion of a satisfactory wage settlement, the management, in cooperation with the

workmen, have adopted various measures both at the plant level and at the corporate level, to improve productivity. Simultaneously, measures such as reorganisation of the management structure and improved production planning control systems have been introduced.

### **Central Inland Water Transport Corporation**

1130. SHRI R. R. MORARKA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the capacity utilisation of the Central Inland Water Transport Corporation has come down very much in 1978-79 as compared to that in 1976-77;

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

(c) what steps have been taken to utilise full capacity?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) It is not a fact that the capacity utilisation of CIWTC came down in 1978-79 as compared to that of 1976-77, as the Corporation carried 2,11,102 tonnes amounting to 80.2 million tonne kms of cargo during 1978-79 as compared to 1,78,213 tonnes amounting to 38.5 million tonne kms of cargo during 1976-77.

(b) and (c) Do not arise.

### **Ticketless Commuters**

1131. SHRI BISHAMBHAR NATH PANDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the branch Railway line which runs from Amla to Parasia, the Railway passengers instead of purchasing tickets at the Railway booking office pay to the ticket checkers a little more than 50 per cent of the value of the ticket for the station they intend to go and the ticket checkers pocket the entire such money;