

ही किया जाता है। अगर कोई व्यवधान होता है तो उसमें क्वेश्चन रह जाते हैं... *Interruptions* ... अगर किसी को शिकायत है तो आपके चेम्बर में जाकर बात करनी चाहिए... (*Interruptions*) ...you shut up. (*Interruptions*)

DR. V. P. DUTT: Sir, I strongly object to his behaviour. He must withdraw his remark. (*Interruptions*) Are we not civilized people here? Must we use such a language? It should be expunged.

SHRI JAGJIT SINGH ANAND: At least he must withdraw the words "shut up". (*Interruptions*)

MR. CHAIRMAN: Please resume your seats. Let us have some more questions. (*Interruptions*) The practice that has been followed so far in this House is that we refer the question according to the mention made by the Member concerned and if the concerned Ministry says that it is not that Ministry which is replying to it and if it is transferred, we follow it up. And if there is any difficulty, from now onwards I will see how it can be set right.

DR. RAFIQ ZAKARIA: No, Sir. This was applied to my question. Tomorrow you must see that I get the proper position.

MR. CHAIRMAN: You cannot dictate what you want, but I will consider it.

**Working group on the setting up of a satellite port at Nhava Sheva**

†\*424. SHRI M. ANANDAM:

SHRI S. K. VAISHAMPAYEN:

SHRI ARVIND GANESH KULKARNI:†

Will the PRIME MINISTER be pleased to state:

†Previously Starred Question 354 transferred from the 16th March, 1979.

‡The Question was actually asked on the floor of the House by Shri Arvind Ganesh Kulkarni.

(a) how much progress the working group has made in its study of establishment of a satellite port at Nhava Sheva;

(b) whether it is a fact that the working group held only one meeting on the 1st August, 1978;

(c) how long the working group would take to complete its task;

(d) whether any interim report has been received from the working group; and

(e) whether Government have prescribed any time limit to the working group for submission of the report?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) to (e) A Statement is laid on the Table of the House.

### Statement

The Working Group on the Nhava Sheva port project was set up by the Planning Commission at the suggestion of the Ministry of Shipping and Transport in June, 1978, with the following terms of reference viz.,

(i) To work out traffic projections for various commodities likely to be handled at the proposed port, taking into account the existing capacity of the Bombay port and the need for re-location of port activities so as to optimise land-use in the Bombay region;

(ii) To examine the feasibility and economics of expanding and modernising the existing facilities at the Bombay port;

(iii) To examine the feasibility and economics of diverting traffic from Bombay to other existing ports in order to reduce the congestion at Bombay.

2. The Working Group had a preliminary meeting on the 23rd June 1978 and a formal meeting on the 1st of August, 1978, to consider the relevant issues, organise the collection of necessary data and arrange for its analysis. A Sub-Group was set up

to prepare the traffic projections. The report of the Sub-Group is not yet ready.

3. The Working Group had recommended that the estimates of cost for the Nhava Sheva project should be updated. Subsequently, however, it has been decided that a detailed project report should be prepared for the Nhava Sheva project. A final decision on whether the project should be undertaken will be taken on the basis of the Report of the Working Group and the detailed project report. The latter is expected to be ready in about 9 months time. No specific time limit had been set for the report of the Working Group: it is expected that it would be available in about three months.

SHRI ARVIND GANESH KULKARNI: Sir, as per the statement laid on the Table of the House, it is stated that the Planning Commission at the suggestion of the Ministry of Shipping and Transport, set up a Working Group in June, 1978 with terms of reference mentioned therein. May I know from the Prime Minister whether he is aware that the Planning Commission ... (*Interruption*) pardon?

MR. CHAIRMAN: Mr. Kulkarni, you put your supplementary. Do not try to reply.

SHRI ARVIND GANESH KULKARNI: I am not replying. We are talking.

SHRI JAGJIT SINGH ANAND: You go ahead.

SHRI ARVIND GANESH KULKARNI: Thank you very much.

Is it a fact that at the instance of a U.N. study made in 1961, the Planning Commission appointed a Working Group? As per the information available with me, port consultant engineers, M/s. Berlin and partners, were appointed to prepare a master

plan for the Bombay Port. Sir, they have given projections upto 1993, raising from 6.76 millions tonnes to 11.25 million tonnes in 1982 and 17.83 million tonnes in 1993. So, these are the projections made. The Planning Commission itself has made studies, and it has come to the conclusion that because of the additional tonnage requirement and the days lost in the Bombay Port, an alternate port is required. only one instance I will quote. I do not want to delay other Members in asking questions. What is the total ship-days lost in 1978-79? It is estimated that 11,000 ship-days were lost. The total loss to the country was about Rs. 103 crores. And now, Sir, one vessel is waiting from the 16th December, 1978 because of inadequate facilities. So, may I know from the hon. Prime Minister, taking all these things into account the Planning Commission itself has applied its mind and it has only to sanction this project whether the new Group which has been appointed will delay it, and for that purpose, may I request the Prime Minister to expedite it? Otherwise, the country will lose exports. We will be benefited if alternate port is developed.

SHRI MORARJI DESAI: I do see the urgency of the matter, and I think the report will be received in about three months.

SHRI ARVIND GANESH KULKARNI: Sir, I am thankful that he is aware of the urgency of the matter and that the report would come within three months. I would only require an assurance. But the Prime Minister is not in the habit of giving assurances. But at least he will encourage the country and Maharashtra. Because of the deteriorating position in the Bombay Port, Sir, the ONGC itself has sanctioned Rs. 20 crores to develop the facility at the Nhava Sheva Port. If this and this are tied together, the money can be saved and the country will get the Nhava

Sheva Port whereby congestion at the Bombay Port will be avoided. Sir, this information is as per the Maharashtra Government. They say that already the ONGC has spent Rs. 20 crores. The balance amount is not very large. Will the Prime Minister assure that at least within foreseeable future of two/three years the work of this port will be completed whereby large droughts will be available and technologies and economies of scale can be operated by the ship-owners and the shipping companies and the National Shipping corporation of India will benefit?

**SHRI MORARJI DESAI:** Sir, the Working Group is making a detailed report now and for this 60 lakhs of rupees have been sanctioned to see that this report comes in and comes in quickly. When it comes, we can settle it; before that we cannot settle it. I know the matter is urgent. It is necessary to do so. If I can do it tomorrow, I will do it tomorrow. But it is not possible to do like that. Therefore, one has to examine all the possibilities. I cannot make up for the negligence done in the past.

**SHRI ARVIND GANESH KULKARNI:** I want only an explanation. When the Planning Commission itself is seized of the matter, what was the necessity of appointing another Group? And that is why I am only requesting that early action is required.

**SHRI VIREN J. SHAH:** Sir, as the Prime Minister very rightly pointed out, the matter is of great urgency. And as Mr. Kulkarni has pointed out, there are more than 100 ships waiting at the Bombay port, causing terrible harm to coal, steel, cement, everything. May I know from the hon. Prime Minister when, for the first time, the question of Nhava Sheva port development was brought to the Government of India. Which year was it?

**SHRI ARVIND GANESH KULKARNI:** 1961.

**SHRI VIREN J. SHAH:** And why is it that it has taken such a long time? Now, taking into account the time required for getting the report, for working on it, for taking a decision and implementing it, is there any way, any method, under consideration to reduce the time?

**SHRI MORARJI DESAI:** The question was first taken up probably 15 years ago. But why it was neglected. I do not know how am I to account for it today? I cannot do it. I was not the Minister in charge of Shipping and Ports. That is forgotten.

**AN HON. MEMBER:** You were in Finance.

**SHRI MORARJI DESAI:** Finance Minister does not mean he knows everything. And then, as it was not done, therefore, the Planning Commission has appointed a group to do it very quickly, to prepare within nine months a detailed report for it. We have also sanctioned Rs. 60 lakhs for it and within three months, it is expected that the report will be received. Then it will go on urgently.

**SHRI B. D. KHOBRADE:** Sir, the hon. Prime Minister has accepted that there is a lot of congestion in Bombay port. Actually the Nhava Sheva port project should have been started long before. But as pointed out by the hon. Prime Minister, we cannot blame him. But the fact remains that there is a lot of congestion. I think a Cabinet sub-Committee was appointed consisting of Shri George Fernandes, Minister of Industry, Shri Ravindra Varma, Minister of Labour and the Minister of Shipping and Transport. All these three Ministers had gone to Bombay 10 or 15 days back. Now, the Nhava Sheva project is a long-term project. What this committee of three Ministers has

suggested to reduce congestion in Bombay port, I would like to know from the hon. Prime Minister or from the hon. Ministry of Industry, Mr. George Fernandes, who happens to be in the House now.

SHRI G. LAKSHMANAN: Divert them to Southern ports.

SHRI GEORGE FERNANDES: Sir, it is true that a Cabinet sub-committee went down to Bombay and studied the problems of congestion that are presently prevailing there. We have made certain recommendations to the Shipping Ministry and the Shipping Ministry is currently implementing those recommendations. Those recommendations relate to two aspects of the problems that we were able to identify. One is that the industrial relations in the port need to be improved. We have suggested a series of steps to improve the industrial relations, and things have started moving in that direction. The other is that the equipment and gear needed to manage that port also needs to be improved. There have been no improvements in the Bombay port for the last 25 years. New gear has not been acquired and Bombay port still continues to operate with the equipment and gear that was acquired about 25 years ago, some of which has now become totally useless for the operations. And one other problem is that the port has a capacity of handling 6.2 million tonnes. Last year it handled cargo of about 6.3 million tonnes, that is, a little more than its rated capacity. Consequently there is this congestion problem again. The godowns and warehouses are inadequate. The whole profile of the cargo that Bombay port is handling has now changed. Whereas we were importing food, today, we are in a position where we are exporting food. The port is geared to handle more import cargo than export cargo, whereas now the total trade profile has been brought to a situation where we are exporting more and importing less. So you have a number of problems. We have

identified the problems and suggested a series of measures to the Transport Ministry and the Transport Ministry is currently implementing those decisions.

SHRI B. D. KHOBRAGADE: How long will it take?

SHRI GEORGE FERNANDES: It will take a little time to acquire gear and equipment.

DR. RAFIQ ZAKARIA: Sir, it is not right for the Prime Minister to say how he can account for what has happened in the last 10 to 15 years, as the matter has been pending for that much of time, because though Ministries may have changed and Ministers may have changed, the official machinery continues as before. And as one who was associated with the State Government, I know that working groups have been formed by the Planning Commission several times to go into the feasibility of the Nhava Sheva port. All these aspects which have been referred to this working group have been referred to other working groups, and their reports have also come. But somehow or the other, there is a lack of will on the part of the Government to see that the Nhava Sheva port is allowed to be built. So I want to know from the Prime Minister whether in principle he or his Government has taken the decision that they will go in for the Nhava Sheva port.

SHRI MORARJI DESAI: I will take the decision when the report is received, not before that.

SHRI MANUBHAI PATEL: In view of the fact that we are having loss of more than 11000 shipping days and private companies and national corporations are having to pay more than Rs. 100 crores as demurrage, is it not possible to divert these ships from Bombay towards western ports like Kandla and towards southern ports? Till the time the new port is developed, does the Government have some such short-term plan to divert the ships towards different ports?

SHRI MORARJI DESAI: If it had been possible economically to do so, we would have done it. The honourable friend does not know the economics of it. That is why he has asked this question.

**Non-utilization of amounts earmarked for certain schemes**

\*425. SHRI BISHAMBHAR NATH PANDE: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Department of Science and Technology has failed to utilise the amounts earmarked for certain schemes for the year 1978-79; and

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

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) and (b) A statement showing the details of anticipated utilization of funds for various Plan schemes of the Department of Science and Technology for the Financial Year 1978-79 is laid on the Table of the House. As the Financial Year is yet to come to a close, the anticipated utilization of funds according to the Revised Estimates is given in the statement, as compared to the Budget Estimates of 1978-79, together with brief reasons where shortfall is expected in the case of a few schemes.

**Statement**

*Anticipated utilization of Funds for Plan Schemes of Department of Science & Technology for the Financial Year, 1978-79.*

(Rs. in lakhs)

Schemes	Budget Estimates 1978-79	Revised Estimates 1978-79	Brief reasons where there is shortfall in Revised Estimate
1. Survey of India (SOI)	260.00	250.00	The allocation is to be utilized for a number of small schemes of the Survey of India and the savings on total is marginal, being only 4%.
2. Botanical Survey of India (BSI)	24.00	24.00	..
3. Zoological Survey of India (ZSI)	24.00	24.00	..
4. National Atlas and Thematic Maps Organisation	24.00	24.00	..
5. National Research Development Corporation (NRDC)	42.00	22.00	Less requirement of working capital for the company, and less requirement for assistance to entrepreneurs for new projects. The savings of Rs. 20 lakhs has been diverted to Central Electronics Ltd. (Sl. No. 15) where there was more urgent need for capital.
6. Scientific Institutions	235.00	255.16	..
7. Multi disciplinary Research in Science and Engineering (SERC)	150.00	200.00	..