

(b) the tonnage of equipment likely to be supplied by Heavy Engineering Corporation, Ranchi?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): (a) The total quantity of equipment to be erected for the 4 M.T. capacity of the Bokaro Steel Plant is estimated at 524,512 tonnes.

(b) The Heavy Engineering Corporation, Ranchi is expected to supply 113,863 tonnes of equipment.

#### **Free Movement of Vehicles on Inter-State Routes**

\*372. SHRI KHURSHED ALAM KHAN : SHRI GANESH LAL MALI : SHRI JAGDISH JOSHI : SHRI KASIM ALI ABID : SHRI PIARE LALL KUREEL URE TALIB : Will the Minister of SHIPPING & TRANSPORT be pleased to state :

(a) whether it is a fact that a negotiated arrangement for free and unrestricted movement of passenger vehicles, on inter-State routes, has not yet been arrived at, if so, the reasons therefore; and

(b) what steps Government propose to take in the matter?

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILON): (a) Reciprocal agreements have already been concluded by the various States for operation of passenger transport services on inter-State routes.

(b) Does not arise.

#### **Unloading of Cargo at Kandla Port**

\*373. SHRI RAMLAL PARIKH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the annual capacity of Kandla Port to unload the cargo;

(b) what are the average figures of unloading of cargo for the last three years; and

(c) whether Government have analysed and evaluated the reasons for the idle capacity and the slow pace of development of Kandla Port?

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILON): (a) to (c) A statement is laid on the table of the Sabha.

#### **Statement**

(a) Capacity of a port depends on a large number of factors like types and sizes of ships, draught available, type of loading & unloading equipment and its capacity and the type of cargo. Regular nomination of ships, availability of operational space, labour problems, weather condition, power availability etc. also affect the port capacity. For instance, an iron ore berth with suitable mechanical handling facilities can handle even 12 million tonnes per annum whereas a similar general cargo berth can only handle 1.5 to 2.0 lakh tonnes. Kandla Port capacity expressed in terms of number of along side berths in last 3 years has been as follows :

1972-73...	..
	4
1973-74...	..
	5
1974-75	...
5	

(b) More than ninety percent of Kandla Port capacity is utilised for unloading import cargo and the rest for loading export cargo. The average figures of handling (loading & unloading) of cargo for the last 3 years are as follows :

	(In lakhs tonnes)		
	1972-73	1973-74	1974-75
1. Imports (unloaded)	20.85	29.04	32.40
2. Exports (loaded)	3.43	2.18	3.04
3. Total Cargo	24.28	31.22	35.44

(c) When Kandla Port was constructed, it was expected to handle only 8.5 lakh tonnes when fully ready. Since then, port has been developed to handle four times the initially anticipated traffic. This rate of development of traffic cannot be considered slow and there is no idle capacity in the port. In order to increase port capacity in view of the demand, measures like installation of bulk handling facilities including a marine unloader for mechanical discharge of fertiliser at a rated capacity of 500 tonnes per hour are being set up by the Ministry of Agriculture, modified oil jetty has been commissioned during the current year (1975-76) and installation of mechanical loading plant for salt is also being considered.

Work has also started for providing infrastructure facilities for terminal at Salaya for handling crude oil tankers of upto 2,69,000 DWT for Mathura Refinery and the expanded Koyali Refinery.

#### **Geological Survey for Exploration of Mineral Deposits**

\*374. SHRIMATI LAKSHMI KUMARI  
CHUNDAWAT : SHRI  
SAWAISINGH SISODIA : SHRI  
MAHENDRA BAHADUR  
SINGH:

Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Government propose to cover the entire country by detailed geological surveys for discovering new mineral deposits ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV) : (a) and (b) A statement is laid on the Table of the House.

#### **Statement**

#### **Geological Survey for Exploration of Mineral Deposits**

(a) & (b) The Geological Survey of India is engaged in the programme to cover the entire country by systematic geological mapping. This means mapping on such detailed scale as 1 : 50,000 (2 cm. to 1 km). Such maps form the basis of all other allied surveys, including further investigations for minerals and ground water.

Deducting from our total area, the 9.56 lakh sq. km (about 29 per cent) which are covered by the Ganga-Brahmaputra alluvium and the Deccan traps and hence need relatively lower priority for detailed mapping because of low mineral potentiality, of the remaining area of 23 lakh sq. km., during the First Three Plan periods (1951 to 1966), the Geological Survey of India covered about 4 lakh sq. km. The tempo has been continuously escalated with increasing inputs of trained *men* and equipment and by the end of the current field season, the balance left to be covered on high priority would be about 6 lakh sq. km.

#### **Migration of Marine Engineers**

375. SHRI MAHENDRA BAHADUR  
SINGH : SHRI SAWAISINGH  
SISODIA : SHRIMATI LAKSHMI  
KUMARI  
CHUNDAWAT :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state the number of trained marine engineers who have migrated to foreign countries during the last three years, year-wise ?

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON) : No statistical information is maintained by the Shipping Companies in respect of the Merchant Navy Officers drifting of Foreign Flag Ships. Roughly, the drift is estimated to be 30 per cent per annum, *i.e.* approximately 240 from a varying strength from year to year of about 800 Marine Engineers.