

of interest etc. My Ministry's latest assessment is that all the centres which have been established by unemployed Engineers are coming up very well. About a few hundreds of them have already come in and are getting very popular among the farmers.

>355. [The questioners (Shri Sitaram Kesri and Shri T. V. Anandan) were absent. For answer, vide col. 41 infra.]

Construction of Ports and Harbours

*356. SHRI KOTA PUNNAIAH:
SHRI GURMUKH SINGH MU-
SAFIR: SHRI CHANDRA
SHEKHAR: SHRI A. G.
KULKARNI: SHRI KRISHAN
KANT: DR. Z. A. AHMAD: SHRI
J. S. TILAK: SHRI KALI
MUKHERJEE:

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

(a) whether construction work on different ports and harbours is behind schedule; and

(b) if so, the details thereof, and the reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI KAMLAPATI TRIPATHI): (a) and (b) A statement is laid on the Table of the House.

Statement

Haldia Dock Projects:

The oil jetty for handling oil tankers, forming part of the Haldia Project, was completed and commissioned in August, 1968. As for the Haldia Dock System, it is the first one of its type in the country and has been wholly planned designed and is being executed by Indian Engineers and experts. They have been dealing with various technical and other problems, natural to a project of the magnitude and

†The question was actually asked on the floor of the house by Shri Gurmukh Singh Musafir.

dimensions such as those of Haldia, with all the complexities involved. Some of these were the change in the dimensions of the lock on the basis of anticipated availability of deeper draughts, as assessed after detailed hydraulic studies, difficulties in lowering the watertable at the lock entrance to the dock system to enable deep excavation being carried out prior to undertaking construction, general shortage of steel and cement, low productivity of labour and unanticipated difficulties in working conditions during the monsoon period reducing considerably the availability of working time per year and delay in supply of plant and equipment by some indigenous manufacturers. Efforts have been made to solve the technical problems and to overcome shortages in cement, steel etc. All efforts are being made to see that the Dock System is commissioned by middle of 1974. Comparatively speaking similar projects in other developed countries have taken about the same period of time for completion. However, the work has not suffered any serious set-backs in the recent past and problems that arise are sorted out as best as possible.

Outer Dock at Madras:

The Oil Berth in the Outer Dock was commissioned on the 15th September, 1972. The construction of the balance portion of the Eastern Breakwater is in progress and is expected to be completed before the end of this year. There was delay in this work due to construction difficulties encountered. The installation of mechanised facilities for export of iron ore is scheduled to be completed in October, 1974. All other works are progressing according to schedule. The ore berth is scheduled to be put into commission by January, 1975.

Super Tankers oil Berth at Cochin:

Work on the project was started in June, 1970 as scheduled but had to be stopped on account of representations from the local people regarding the location of the berth. Government have, after reconsideration, approved the location of the super tankers oil berth in the Bolghatty channel

and the Port Trust have been asked to prepare a detailed project report. Consulting Engineers have been appointed to prepare the detailed project report. Preliminary works connected with the project such as land and hydraulic survey, soil investigations etc. are in progress. After the receipt of the detailed project report, the estimates will be sanctioned, tenders invited and work of construction taken up. According to the preliminary report, it will take 4½ years to complete the work after its commencement.

Visakhapatnam Outer Harbour Project:

The construction work of the Visakhapatnam Outer Harbour Project is progressing satisfactorily. By June, 1974, the Harbour is expected to be functionally ready to receive 1 lakh DWT ore carriers as per schedule, subject to sea conditions being favourable for the completion of the ore berth.

For completion of Outer Harbour, 3 breakwaters are to be constructed. North Breakwater has been functionally completed. It is expected that by May, 1974, the South Breakwater will also be completed. The East Breakwater will be completed partially and this will afford adequate protection for ore loading operations during South-west monsoon till September, 1974 by which time, the construction of the East Breakwater would have progressed further to provide tranquil conditions in the North-East monsoon period also.

The approach to ore berth has been completed. Construction of cribs and pre-cast and pre-stressed super structure elements like beams and slabs is in progress. However, as sinking of the cribs to correct position depends on the tranquility conditions of the sea, the sinking operations are expected to be taken up in December this year. Every effort is being made to get the Harbour ready for use by June, 1975.

Kandla—Modifications to the Jetty:

The work regarding modifications to oil jetty is running behind schedule. It was to be completed by August, 1973 but the date has now been shifted to March, 1974 due to non-availability of oxygen and acetylene gas in adequate quantity. Indian Oil Corporation were requested to release liquid petroleum gas. Supply of this gas has been ensured. Efforts are being made to complete the work as early as possible.

Mormugao Port Development Project:

The work was originally scheduled to be completed by June, 1973 but is now expected to be available for use by October, 1975. The reasons for slippage are as follows:

(i) Delay has occurred in dredging and reclamation. The foreign contractors for the work claimed that the material encountered during the progress of the work was harder than that indicated in the tender documents and as such the output of their equipment was less than originally anticipated.

(ii) As working area was not available after reclamation, invitation of tenders for construction of ore and oil berths was delayed. Due to many alternative designs submitted by different tenderers and due to varying qualifying conditions put forth by the tenderers, scrutiny of the tenders took time and the work order was issued in August, 1972 subject to the collaborators of the tenderer entering into a tripartite agreement with the Port Trust. The original collaborators backed out and the tender had to arrange for an alternative collaborator. The final work order was thus issued in May, 1973. The work has commenced.

(iii) There is a slippage on account of delayed supply, installation etc. of the conveying system, reclaimers, stackers and shiploaders ordered on an indigenous

firm. Difficulties have been encountered in obtaining steel of required sizes^ sections.

The difficulties are being sorted out.

General Cargo Berth at Paradip:

Construction of General Cargo Berth was commenced on 15th June, 1971 and was scheduled to be completed by June, 1973. About 65 per cent of the work has been completed and the balance is likely to be completed towards the middle of 1974. The delay was due to—(i) late finalisation of design for elements, which were out of alignment during execution of the work; (ii) short supply of materials like cement, due to strikes etc. in cement factories; (iii) additional quantum of work required to be done beyond contracted quantities; (iv) strikes and labour unrest among the contractors' workers and (v) shortage of wagons for transportation of material like bentonite.

Managalore Harbour Project:

The Mangalore Harbour Project which was originally intended to be completed by the end of 1972, is now expected to be commissioned for traffic during the middle of 1974. The slippage is due to delay in the delivery of a dredger ordered on an indigenous firm.

Tuticorin Harbour Project :

The progress of the work in the Project suffered a set-back because of certain difficulties faced by the contractors engaged on the major civil construction works. The problem has been sorted out and necessary orders in the matter issued. According to the revised schedule, the Project is expected to be completed by March, 1975.

श्री गुरुमुख सिंह मुसाफिर : श्रीमन्, बहुत सारे प्रोजेक्ट्स की डिले का स्टेटमेंट में कारण इस्पात की कमी सीमेंट की कमी बताया गया है...

46 RSS/73—2

श्री कमलापति : आप सवाल की कमी न करिए।

श्री गुरुमुख सिंह मुसाफिर : इन चीजों की कमी को पूरा करने के लिए आपने कोई खास उपाय सोचा है ?

श्री कमलापति त्रिपाठी : कारण सब स्टेटमेंट में लिखे हुए हैं। भिन्न-भिन्न स्थानों पर भिन्न-भिन्न पोर्ट्स हैं। कहीं किसी तरह की कमी है, कहीं किसी तरह की कमी है। जैसा कि आप स्टेटमेंट से देखेंगे, मुख्यतः सीमेंट और लोहे की कमी है और मेकैनिकल एपेरेट्स जो चाहिए उसकी कमी है। कहीं-कहीं टेक्नीकल दिक्कतें भी पैदा हुई हैं जिसकी वजह से डिजाइन फिर से बनानी पड़ी है और देर हुई है।

SHRI A. G. KULKARNI: May I know very specifically from the Minister whether he is aware that a demand was made for a satellite port in Maharashtra, and whether it has been included in the Fifth Plan? What is withholding the construction work at the Novashiva port? What is the firm and final decision of the Government of India as regards this port? Further, may I know whether it is also a fact that the work at the Ratnagiri port is held up for want of funds?

श्री कमलापति त्रिपाठी : नोवाशिवा के बारे में डिपार्टमेंट ने निश्चय कर लिया है, अब प्लानिंग कमिशन के सामने है और मुझे उम्मीद है कि वह ले लिया जाएगा।

SHRI A. G. KULKARNI : I asked him particularly what is holding up the construction work at the Novashiva port and whether the work at the Ratnagiri port is held up for want of funds. Please reply me in English. I am a little bit weak in Hindi. It is under consideration and the final decision will be taken very soon, I think.

श्री कमलापति त्रिपाठी : कोई हैल्ड-अप करने की बात नहीं है।

SHRI A. G. KULKARNI : Favourable final decision, favourable reaction of the Minister.

श्री कमलापति त्रिपाठी : माननीय सदस्य को आशा के आधार पर ही जीवित रहना चाहिए। रत्नागिरि स्टेट का पोर्ट है। मुझे पता नहीं है उसके बारे में सूचना मिल जायेगी तो दे दूंगा।

SHRI A. G. KULKARNI : It has been undertaken under the Central Scheme. I want to know whether work there is held up. रत्नागिरि के बारे में बताइये।

श्री सभापति : कुलकर्णी साहब यह हमने सुन लिया है।

डा० भाई महावीर : मंत्री महोदय उत्तर प्रदेश से आये हैं। वहां कोई पत्तन (बन्दरगाह) नहीं है।

श्री कमलापति त्रिपाठी : बन्दरगाह हो चाहे, न हो बन्दर बहुत हैं वहां।

कुछ मेजर पोर्ट्स हैं जिनमें कि सरकार काम कर रही है। कुछ ऐसे माइनर पोर्ट्स हैं जो कि स्टेट्स के अन्दर हैं। हम उन्हें लोन देते हैं, सहायता देते हैं। अब यह पता ले लूंगा कि रत्नागिरि में किस वजह से देर हो रही है।

श्री कृष्ण कान्त : क्या मैं माननीय मंत्री जी से जान सकता हूं कि जो स्टेटमेंट है इससे मालूम पड़ता है कि हल्दिया 3 साल पीछे है, विशाखा-पटनम 3 साल पीछे है, कोई दो साल पीछे है, कोई डेढ़ साल पीछे है; इसमें दो तीन चीजों की कमियां हैं; सीमेंट लोहे के बारे में इसमें कहा गया है। बैग्स भी नहीं मिलतीं; तथा क्रैन जो बाहर से लानी थी अनाटिकल क्रैन, वह विशाखापटनम में आई है या नहीं? क्या इसके बारे में आपने विस्तृत इंटीग्रेटेड प्लान बनाया है कि जो पेट्रोल को कमी आई है उसे देखते हुए इनलैंड वाटर शिपिंग ट्रेफिक और रेलवे ट्रेफिक का प्रारंभ काम हो सके ताकि ये पोर्ट्स जल्दी से जल्दी बन सकें और जो कोयला पश्चिम को लाना

है पावर जनरेशन के लिए, इन कामों को आप कैसे करने जा रहे हैं, इसके बारे में आपने सोचा है?

दूसरी बात यह है कि माइनर पोर्ट्स के बारे में फोर्थ प्लान में आपने उसके लिए 13 करोड़ रुपया रखा था जिसका 42 परसेंट, 5 करोड़ रुपया खर्च हुआ है। इसके बारे में क्या कारण है कि स्टेट्स आपने नहीं बढ़ा रखीं हैं? क्या इसके बारे में मंत्री जी विस्तृत उत्तर देंगे?

श्री कमलापति त्रिपाठी : माननीय सदस्य का यह कहना सही है कि सारे प्रोजेक्ट्स डिले हुए, सब कुछ पिछड़ा है और आप देखेंगे कि फोर्थ फाइव डायर प्लान में इन बड़े-बड़े पोर्ट्स के ऐक्सपेंशन का बड़ा भारी काम हाथ में लें लिया गया है। 1968-69 से यह शुरू हुआ थोड़ा बहुत थंडे प्लान में भी हुआ। लेकिन सारे मेजर वर्क्स जितने हैं फोर्थ प्लान में लिये गये और जैसा आप जानते हैं कि बिल्कुल नया ऐक्सपेंशन का काम था, तरह-तरह की दिक्कतों उसमें आई हैं। माननीय सदस्य ने स्वयं कहा कि सीमेंट लोहा, बैग्स और मेकैनाइज्ड अपरेट्स जो बाहर से इंपोर्ट करने हैं, इन सबकी दिक्कत पैदा हुई है। अक्सर दिक्कतों में डिजाइन की दिक्कत हुई है। एक डिजाइन बना, दूसरा डिजाइन फिर से बना, उसके लिए दूसरा कॉन्ट्रैक्ट हुआ। इन बजुहात से यह दिक्कत हुई है। मैं समझता हूं कि अब धीरे धीरे मामला सुलझ रहा है और मुझे ऐसी उम्मीद है कि फोर्थ फाइव डायर प्लान में और फिफथ फाइव डायर प्लान में हम बहुत सा ऐक्वीशन कर लेंगे। फोर्थ प्लान अब खत्म हो रहा है, उसका आउंड वर्क हो चुका है। पांचवें प्लान में बहुत कुछ तरक्की होगी और 1974-75 में हम काम कंप्लीट कर लेने की उम्मीद करते हैं।

स्टील के बारे में, सीमेंट के बारे में और बाकी जो मेकैनाइज्ड अपरेट्स लिये जा रहे हैं, जिनके बहुत से आर्डर प्लेस किये गये हैं पब्लिक सेक्टर कंपनीज पर, कहीं से इंपोर्टेंड भी आयेंगे, उनके लिए हम बहुत कोशिश कर रहे हैं कि बहुत जल्दी हमको मिल जाय। रेलवे मिनिसूरी से बात हुई है कि हमारी दिक्कतों को दूर करे। हम यह उम्मीद करते हैं कि अगले प्लान में हमारा काम तेजी से बढ़ेगा और ये दिक्कतें दूर हो जायगी।

जहाँ तक स्टेट्स के साइनर पोर्ट्स की बात है रुपया उनको दिया गया है। काम स्टेट्स के जिम्मे दिया है। उनको सोन देते हैं, असिस्टेंस भी देते हैं। मैं समझता हूँ कि यही दिक्कतें उनके सामने भी होंगी जैसे कि सैटर के सामने दिक्कत है।

श्री कृष्ण कान्त : ठेकेदारों की बड़ी प्राबल्य है।

श्री कमलापति त्रिपाठी : कुछ डिजाइन की भी प्राबल्य होगी, कुछ नया काम है। आप देखिये किसी में सौ करोड़ लग रहा है, किसी में 90 करोड़ लग रहा है। यही कारण उन के भी होंगे। फिर भी हम पता लगा लेंगे कि किस वजह से ढेर हो रही है।

MR. CHAIRMAN : Mr. Tilak.

SHRI NIREN GHOSH : I would like to know...

MR. CHAIRMAN : You cannot like to know unless Mr. Tilak knows first. His name is on the list. I called Mr. Tilak. I did not call "Mr. Niren Ghosh". So please sit down.

SHRI J. S. TILAK : Is it not a fact that ships do not get berths immediately at the Mazagaon Dock and they have to wait for a week or even a fortnight to get a berth and that unless the Nheva-Sheva plan is finalised in the Fifth Plan, pressure on the Mazagaon Dock will not be relieved?

श्री कमलापति त्रिपाठी : मान्यवर यह बात सही है कि केवल मजगांव पोर्ट नहीं आप देखें कि बम्बई पोर्ट पर भी बहुत बड़ा कंजेशन है और ऐसा देखा जाता है कि नेवाशेवा लेना जरूरी हो जाएगा। just to remove this congestion.

SHRI NIREN GHOSH : He says there is shortage of iron and cement. I would like to know what the Heavy Engineering Ministry or the Steel Ministry is doing, because we have seen steel is being exported; scrap iron is also being exported. Can he give a definite assurance when the Haldia Port

and the Visakhapatnam Harbour will be completed? I would also like to know whether, in view of less depth at Haldia, you would consider building an open sea port so that bulk carriers can also come and port there.

श्री कमलापति त्रिपाठी : हल्दिया भी और विशाखातपटनम भी, इन दोनों पोर्ट्स पर काम चल रहा है और कोई दिक्कत रही है जैसा कि नोट में मौजूद है। आपने देखा होगा नोट में। उम्मीद यह की जाती है, 1974, 75, 76 तक इसे कम्पलीट कर लेंगे। जहाँ तक हल्दिया पोर्ट का सवाल है, उसकी डिजाइन्स बदल गई हैं। कि होपराफ के शिप्स वहाँ आ सकें क्योंकि बहुत चेंज हो गया है शिपिंग में और शिप्स में। अब कलकत्ता पोर्ट जो है उसमें जा नहीं पाती बड़ी शिप। इसी लिए हल्दिया पोर्ट को लिया गया है ताकि बड़े शिप्स वहाँ जा सकें। कोशिश यह की जाएगी कि वह इस तरह से पोर्ट बन सके जिस में बड़ी से बड़ी शिप्स लाई जा सकें।

SHRI LOKANATH MISRA : The honourable Minister said that there is a terrific congestion both in Bombay and in Calcutta Port. In view of this congestion, may I know what the difficulty is in diverting some of the bigger ships to deep ports like Paradip so that Paradip is also progressively used and the congestion and the ultimate demurrage that we pay on every ship is also avoided?

SHRI YASHPAL KAPUR: Also Kandla.

श्री कमलापति त्रिपाठी : माननीय सदस्य का सुझाव बहुत अच्छा है। विचार करेंगे उस पर।

SHRI K. CHANDRASEKHARAN : The note in respect of the super oil tanker berth at Cochin gives a very disquieting state of affairs. The Minister has been pleased to state that the work will be completed in 4-1/2 years after its commencement. So far as commencement is concerned, there are preliminary works, project reports, esti-

mates, tenders, and so on and so forth. May I know from the honourable Minister as to when exactly the preliminary te-port will be completed and the work commenced?

SHRI KAMLAPATI TRIPATHI : It is already stated in the statement, fa sftt^j: तैयार हो रहा है और उम्मीद यह की जाती है कि वह बहुत जल्दी तैयार हो जाएगा।

SHRI KALYAN ROY : We went to Haldia a few months back along with Mr. Raj Bahadur and some progress is being made. Is the Minister aware that the Chief Engineer, Mr. Sen, died last month? He was managing the entire Port. What alternative arrangements have been made in place of Mr. Sen and to find an equally competent engineer?

SHRI KAMLAPATI TRIPATHI : I have no information about the alternative arrangements made there. I require notice for that.

SHRI SARDAR AMJAD ALI : It is apparent from the statement of the honourable Minister that they had to go in for a change in the entire working pattern since there is a progressive sign in the shipping tonnage also.

12 NOON

If they do not finish it within a reasonable period of time, then you have also to have recourse to further changes and in this regard, Sir I would also like to know whether the Minister is aware of the fact that not a single Resident Engineer is available on the works site and the entire work is controlled from the berth side. What steps is the Minister going to take to install some Resident Engineer on the works site?

श्री कमलापति त्रिपाठी : यह बड़े डिटेल् का सवाल है मान्यवर, अब रेजीडेंट इंजीनियर की बात तो उठती नहीं इस सवाल से, लेकिन मैं इसका पता लगा लूंगा कि क्या वहां का अरेंजमेंट है। लेकिन मैं इस बात को जानता हूं और कोशिश इस बात

की की जायगी कि वहां सेड्यूल के मुताबिक काम हो और काम ठीक से पूरा किया जाय।

MR. CHAIRMAN : Question Hour is over.

SHRI NIREN GHOSH : Sir, I want to raise a point here.

MR. CHAIRMAN : Question Hour is over now.

SHRI NIREN GHOSH : That is why I want to raise it. I could not come to your Chamber and I got this telegram after 11-00 A.M. today. This is a serious matter and a matter of urgent importance.

MR. CHAIRMAN : No, I cannot allow you.

SHRI NIREN GHOSH : Sir, on a point of order. The other day you were kind enough to allow me raise an issue. Today, Sir, I could not come to your Chamber...

MR. CHAIRMAN : No, I am not permitting you now.

SHRI NIREN GHOSH : The other day you were kind enough to allow me to raise the question of the terror and the murder taking place in West Bengal ...

MR. CHAIRMAN : Mr. Ghosh. I am not permitting you. Please sit down.

SHRI NIREN GHOSH : Murder has taken place inside the ...

MR. CHAIRMAN : Mr. Ghosh, I am not permitting you. You have not my permission to raise your point now.

SHRI NIREN GHOSH : Sir,...

MR. CHAIRMAN : No. It will not be recorded. Nothing shall be recorded.

(Shri Niren Ghosh continued to speak)

(Some Hon. Members left the Chamber).