

in Satara district last month, had referred to the problem of large scale unemployment in the country and had urged the youth to come forward with viable schemes for starting new enterprises. He had also referred to the various programmes which have been undertaken by the Government to create additional employment opportunities and had stated that necessary credit facilities will be made available for any worthwhile productive schemes formulated by the youth.]

### Qutab Minar

127. SHRI SWAISINGH SISODIA :  
SHRI G. R. PATIL : SHRI N. R.  
MUNISWAMY :

Will the Minister of EDUCATION  
AND SOCIAL WELFARE/

be pleased to state :

(a) whether Government's attention has been drawn to a news report appearing in the *Stateman* on the 26th April, 1971 to the effect that Qutab Minar in Delhi is in danger of disintegration ;

(b) if so, the details thereof; and

(c) the steps taken by Government in this regard ?

THE MINISTER OF EDUCATION  
AND SOCIAL WELFARE/

(SHRI SIDDHARTHA SHANKAR RAY) :  
(a) Yes, Sir.

(b) It is a fact that the Minar has a tilt of 63 cms., but this is not considered dangerous, for the Minar has a diameter of 14 meters and the centre of gravity is well within the safe limits. It is not correct to say that the condition of the Minar is very bad or it is fast deteriorating. It is considered advisable to strengthen the foundation and to carry out repairs to the superstructure of the Minar.

(c) Government appointed an Expert Committee to examine the Minar and suggest ways and means to preserve it for posterity : In accordance with the recommendations of the Expert Committee a phased programme for strengthening the

foundation by injecting liquid cement mortar and for carrying out repairs to the superstructure has been drawn up. The first phase of the work is proposed to be taken up during the current financial year in consultation with the Expert Committee. Tenders have already been received in respect of the first phase of the work. In the meanwhile the area around the base of the Qutab Minar has been covered with brick work to prevent seepage of water into the foundation.

### Raising of Advance Rate by State Bank of India

128. SHRI S. C. ANGRE : DR.  
BHAI MAHAVIR :

Will the Minister of FINANCE/

be pleased to state ;

(a) whether it is a fact that the State Bank of India has raised its advance rate from 1% per cent to 8% per cent with effect from the 8th January, 1971 ;

(b) whether it is also a fact that the Bank has also increased the rate of interest to 9 per cent and 9% per cent chargeable from small scale units ;

(c) if so, what are Government's views in the context of the assurance in the Rajya Sabha by him to the effect that one condition for refinancing by Industrial Development Bank is that rate charged from borrowers does not exceed 9% per cent : and

(d) whether this increase in advance rate will have any adverse effect on the small scale sector ?

THE MINISTER OF FINANCE/ *fact*  
W\*T

(SHRI Y. B. CHAVAN) : (a) and (b). Yes Sir.

(c) Consequent on the increase in the bank rate the State Bank of India also raised its advance rates. However, the Industrial Development Bank of India refinances the term loans granted to industrial concerns by commercial banks. Wherever this facility is availed of the rate of interest on term, advance granted to small scale industrial concerns is restricted to a maximum

'of 8% per cent. • Where this" facility is not

availed of, a higher rate of interest is charged by the lending institution.

(d) No Sir.

#### **Dredger Facilities at Cochin Port**

129. SHRI G. R. PATIL : Will the Minister of PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT/ be pleased to state :

(a) the present number of dredgers which are available at the Cochin Port, when they were purchased and whether sufficient dredging is being carried out there to enable the ships to moor ashore ;

(b) whether it is a fact that adequate facilities for shipping traffic are not available there ; and

(c) if so, what steps are being taken by Government in this regard ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT/

(SHRI RAJ BAHADUR) : (a) The number of dredgers at present available at Cochin Port and the year of their purchase are as follows :

| Name of the Dredger                          | Year of Purchase |
|--|------------------|
| (1) Cutter Suction Dredger 'Lord Willingdon' | 1926             |
| (2) Hopper Suction Dredger 'Gunga'           | 1922             |
| (3) Bucket Dredger 'Lady Willingdon'         | 1937             |

The dredger 'GUNGA' was purchased by the Cochin Port Trust from the Calcutta Port Commissioners second-hand in January, 1968.

Sufficient dredging is being carried out at the Port with the use of these dredgers and depths are being maintained satisfactorily at the Wharf and Jetty berths.

(b) No Sir. Adequate facilities for ships calling at the port are available.

(c) Does not arise,

#### **Master Plan for Bombay Port**

130. SHRI G. R. PATIL : Will the Minister of PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT/

be pleased to state :

(a) whether the draft report of the Master Plan for the development of Bombay Port has since been considered by the Bombay Port Trust ; and

(b) if so, the details thereof ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT/

(SHRI RAJ BAHADUR) : (a) No Sir. It is understood from the Bombay Port Trust that the complete report on the Master Plan in its final form was received by the Port Trust from their Consulting Engineers in U. K. only very recently and that the report is being studied.

(b) The salient recommendations contained in the Master Plan Report are as follows :

(1) Development of a Satellite Port at Sheva/Nhava mainly for handling dry bulk cargo and containers and suitable for vessels of 80,000 DWT.

(2) Provision of dry dock and repair berth for 100,000 DWT vessels in the Satellite Port.

(3) Construction at Butcher Island of an additional berth for crude oil capable of receiving 80,000 and 100,000 DWT tankers.

(4) Deepening of Main Harbour Channel and the Access Channel to the Satellite Port to suitable depths.

(5) Carrying out suitable improvements in the existing Dock at Bombay Port such as elimination of the railway lines, construction of modern transit sheds with widely spaced columns, provision of facilities for handling containers on a small scale pending development of full-fledged facilities at Nhava/Sheva, provision of interim improved arrangements for handling of bulk cargo such as manganese ore, rock phosphate etc. in the existing docks,