

External Commercial Borrowings

384. SHRI K.C. KONDAIAH : Will the Minister of FINANCE be pleased to state :

(a) whether the Government propose to relax norms for external commercial borrowings for telecommunication and oil sector; and

(b) if so, the norms and guidelines thereof?

THE MINISTER OF FINANCE AND MINISTER OF COMPANY AFFAIRS (SHRI P. CHIDAMBARAM) : (a) and (b) In the guidelines on External Commercial Borrowings issued on June 19, 1996, Corporates engaged in infrastructure project in telecommunications and oil exploration and development (excluding refining) have been permitted to raise ECB at a minimum average maturity of 5 years for borrowings exceeding USD 15 million equivalent, as against a minimum average maturity of 7 years prescribed earlier. In addition, end-use of ECB in the telecommunications sector can be for project-related rupee expenditure, including licence fees

Water Transport from Banaras to Calcutta

386 SHRI RAMASHRAY PRASAD SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state

(a) whether the Union Government propose to start water transport from Banaras to Calcutta

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) The stretch of river Ganga- Bhagirathi-Hooghly between Banaras and Calcutta is a part of the National Waterway No. 1 between Allahabad and Haldia. The Inland Waterways Authority of India (IWA) is maintaining navigability of the National Waterway through various river conservancy works executed every year. At present, in the phased development of National Waterway, the Haldia-Patna stretch is being developed for round the year navigation as the first phase with a view to provide channel of 45 mtrs. minimum width and 2 mtrs. minimum depth for a period of at least 300 days in a year. The National Waterway is open for plying of crafts by Govt. as well as private operators. Bed regulation to improve navigability up stream Patna to Varanasi and Allahabad and provision of other infrastructure facilities are proposed to be taken up during 9th Five Year Plan.

(c) Does not arise.

More Investment in Port Sector

387. SHRI KODIKUNNIL SURESH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have taken any decision to make more investment in Port Sector;

(b) if so, the details thereof;

(c) whether the Government propose to increase the existing capacity of Cochin Port Trust, and

(d) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) Yes, Sir. In addition to the 8th Plan outlay of Rs 3216 crores, the Port Sector has been opened for private sector participation in line with the liberalisation policy of the Government. Private Sector participation has been sought in the construction of berths/container terminals, tank farms, container freight stations, crange/handling equipments, captive power plants, dry docking & ship repair facilities, warehousing, taking on lease equipments & floating crafts & pilotage

(c) and (d) The following schemes have been commissioned at the Cochin Port to increase its existing capacity -

Name of the Scheme	Capacity addition (in million tonnes)
Deepening of COT Channel	2.00
Container Terminal	0.60
Total	2.60

D.A. to Central Government Employees

388 DR KRUPASINDHU BHOI : Will the Minister of FINANCE be pleased to state

(a) the number of dearness allowance slabs are due for payment to the Central Government employees

(b) the rate at which the D.A. payment is proposed to be made to different category of employees.

(c) the date on which the D.A. payment is likely to be released, and

(d) the steps taken by the Government for the timely payment of D.A. slabs to the Central Government employees?

THE MINISTER OF FINANCE AND MINISTER OF COMPANY AFFAIRS (SHRI P. CHIDAMBARAM) : (a) to (d) As per the existing formula relating to the

grant of dearness allowance to Central Government employees based on the recommendations of the 4th Central Pay Commission, additional instalments of dearness allowance become due from 1st January and 1st July every year on the basis of percentage increase in the 12 monthly average of All India consumer Price Index for Industrial Workers (General) (1960-100) over the base index of 608 to which the existing scales of pay effective from 1.1.86 are related. The instalment due from 1st July normally becomes payable with the salary for the month of September.

Development of National Highway by Private Sector in Maharashtra

389 SHRI MOHAN RAWALE Will the Minister of SURFACE TRANSPORT be pleased to state

(a) whether the Government of Maharashtra has submitted to the Union Government certain road development projects of National Highways through private sector financing,

(b) if so, the details thereof, and

(c) the reaction of the Government thereto?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN) (a) Yes, Sir

(b) and (c) Four proposals have been received. The details are as under:

- (1) *Thane-Bhiwandi Bypass on N.H. 3 & 4* Approved and agreement entered into
- (2) *Wain-Ganga Bridge on N.H. 6* Technical details have been received from State
- (3) *Putal-Ganga Bridge on N.H. 17* Technical details have been approved
- (4) *Four laning of Khadala-Lonavelle-Pune Section on N.H. 8* Technical details were found deficient and returned to State

Complaints Received By SEBI

391 SHRI DADA BABURAO FARANJE Will the Minister of FINANCE be pleased to state

(a) the number of complaints made to the SEBI by the investors during the last one year till date company-wise and bank-wise, and

(b) the number of complaints settled successfully so far?

THE MINISTER OF FINANCE AND MINISTER OF COMPANY AFFAIRS (SHRI P. CHIDAMBARAM) (a) and (b) The information is being collected and will be laid on the Table of the House.

Losses in PSUs Units

392 SHRIMATI VASUNDHARA RAJE :
SHRI MAHENDRA SINGH BHATI :

Will the Minister of INDUSTRY be pleased to state

(a) whether the Government have identified the public sector units which are running into loss;

(b) if so, the unit-wise and year-wise details thereof since the inception of the 8th plan

(c) the steps taken to improve the performance of units running into loss

(d) the number of such units where lock out has been declared during the last three years, and

(e) the details of the policy of the Government towards the loss making and lock out public sector units?

THE MINISTER OF INDUSTRY (SHRI MURASOLI MARAN) (a) and (b) Yes, Sir. During the first two years of the 8th Plan, i.e. 1992-93 and 1993-94, upto which period only information is available, 106 and 117 Central Public Sector Enterprises respectively incurred losses. Enterprise-wise details of losses incurred in the last five years are given in Statement no. 7-B of Vol. I of Public Enterprises Survey 1993-94 laid in both the Houses of Parliament on 22.3.1995.

(c) Improving the performance of Public sector undertakings is a continuous process and enterprise specific. Some of the steps taken in this regard are signing of MOU, periodic performance Review Meetings by the Administrative Ministries, diversification of product mix, technology upgradation, reduction of surplus manpower through VRS, restructuring, etc. The sick industrial PSUs are referred to Board for Industrial & Financial Reconstruction for formulation of revival/Rehabilitation schemes of PSU through Operating Agency.

(d) and (e) No lock out has been declared in any of the Central Public Sector Enterprise during the last three years. Statement on Industrial Policy announced on 24th July, 1991, contains the policy for dealing with sick and loss making PSUs. The Sick Industrial Company (Special Provisions) Act, 1985 was amended in 1991 so as to enable the Board for Industrial and Financial Reconstruction to register the sick PSUs for formulations of revival/rehabilitation package.