

LOK SABHA

Thursday, December 3, 1981/Agrahayana 12, 1903 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

MR. SPEAKER: Question No. 161—
Dr. Saradish Roy.

श्री राम विलास पासवान : अध्यक्ष महोदय, मैंने आपको एक पत्र दिया था कि मैंने दिनांक 30 नवम्बर, 1981 को कृषि मंत्रालय से अतारांकित प्रश्न संख्या 1288 किया था जिसका क्या जवाब आया है, उसको देखिए—

मेरा प्रश्न था—

“(क) क्या सरकार का ध्यान 26 अक्तूबर, 81 के इण्डियन एक्सप्रेस में “साल फारेस्ट्स फेस ड्रिन्पूडेशन प्रेट” शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है?”

इसके जवाब में कृषि मंत्री ने कहा है कि—

“जी नहीं। सरकार ने प्रकाशन के लिए संदर्भित समाचार नहीं भेजा है।”

हमारे प्रश्न का उत्तर ही कृषि मंत्री ने नहीं दिया।

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अध्यक्ष महोदय : हो सकता है कि एक न लगी हो। 115 में इसे देखें।

श्री राम विलास पासवान : ठीक है।

Utilisation of container capacity in Calcutta Port

*161. DR. SARADISH ROY:

SHRI AJIT BAG :

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

(a) whether Government are aware that the container service from Calcutta Port is 10 per cent but it is having capacity of 55 per cent;

(b) if so, the reasons why the Government are not utilising the rest of the capacity;

(c) is there any proposal to utilise the unutilised capacity;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Government are aware that the containerisable cargo is only being partially containerised at Calcutta Port, as in the case of other ports.

(b) The container traffic depends mainly on the readiness of the user agencies to move their goods in containers and the comparative costs of moving cargo in containers as against moving them in break bulk form. Port facilities are being planned to facilitate the growth of container traffic.

(c) and (d). Calcutta Port has initiated measures to provide following facilities, in order to augment the container traffic:—

- (i) Land has been allotted to various container operators (Shipping Companies) at a container complex.
 - (ii) Rates for handling of containers at Haldia have been rationalised to make them attractive to shippers, importers and shipowners. Rates at Calcutta are also being similarly rationalised.
 - (iii) Promotional rates have been adopted to encourage movement of containers by barges between Calcutta and Haldia.
 - (iv) A container freight station is being planned within the Calcutta Docks.
 - (v) One specific berth at Calcutta Port has been earmarked for container ships and it is proposed to make one more berth available.
 - (vi) Container ships are granted priority in berthing and sailing
- (e) Does not arise.

DR. SARADISH ROY: May I know the percentage of capacity utilised at this port for container service, and whether its utilisation has increased as compared to last year?

SHRI VEERENDRA PATIL: At present the Calcutta Port has a capacity to handle 30,000 T.E.U. and the Haldia Port has a capacity of handling 60,000—TEUs per year. I may state for the information of the hon. Members that in Calcutta port this traffic is picking up. The container traffic at Calcutta in 1977-78 was 612 containers, it went upto 7338 containers in 1980-81 and during the period from April to October, 1981, 9882 containers were handled at Calcutta Port.

DR. SARADISH ROY: How does the percentage utilisation at this river

port compare with other sea ports regarding utilisation of container service?

SHRI VEERENDRA PATIL: The container traffic is much more in Bombay as compared to Calcutta and Haldia.

SHRI AJIT BAG: In his reply, the hon. Minister has stated that in order to augment the container traffic at Calcutta, certain facilities have been provided; rates for handling of containers at Haldia have been rationalised to make them attractive to shippers, importers and shipowners; and rates are also being similarly rationalised at Calcutta. Calcutta is one of the pioneer ports in India. About 20 crores of people live in about five million square miles of area which comprises the hinter land of this port. The economic life of these people depends on this port. In order to denigrate the Calcutta port, it appears that the rates for handling container traffic at Haldia have already been rationalised and it is being done so at Calcutta. I would like to know, whether there was a move to delink Haldia from Calcutta and in order to strengthen that point, this move was taken.

Further, I would like to know whether the hon. Minister has any time bound programme for the augmentation of this container service. What is the quantum of improvement he proposes and what is the time by which he proposes to complete this?

SHRI VEERENDRA PATIL: I have already made it clear that compared to Haldia, the container traffic at Calcutta port is much more. The capacity at Calcutta port for handling container traffic is 30,000 TEUs that is containers. As against this capacity of handling 30,000 TEUs in Calcutta; Calcutta is handling today 9,000 and odd TEUs. Therefore, still the capacity is available there. It is for the users to make use of that capacity. Infrastructure is already available in the port. If the users want to move their cargo in containers, the Port authorities are

there to give all possible facilities to exporters, importers and users.

दिल्ली के स्कूलों में त्रिभाषा फार्मूला

* 162. श्री त्रिलोक चन्द : क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली शिक्षा अधिनियम, 1973 तथा इसके अधीन बनाये गये नियमों के अनुसार त्रिभाषा फार्मूला कक्षा छः से कक्षा दस तक लागू होना चाहिए ;

(ख) यदि हां, तो दिल्ली में ऐसे सीनियर स्कूलों की संख्या कितनी है, जहाँ इस फार्मूले को अब तक लागू नहीं किया गया है, और इसके क्या कारण हैं; और

(ग) क्या इस सम्बन्ध में दिल्ली प्रशासन और शिक्षा मंत्रालय को कोई शिकायतें प्राप्त हुई हैं, और यदि हां, तो उन पर क्या कार्यवाही की गई है ?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) In line with rule 9 per cent the Delhi School Education Rules, the three language policy adopted by the Central Government is being implemented by the Delhi Administration according to the curriculum prescribed by the Director of Education for class VI to VIII and by the Central Board of Secondary Education for classes IX and X, since Schools in Delhi are affiliated to the Central Board of Secondary Education.

(b) The formula mentioned above is being followed in all the schools.

(c) Some complaints have been received. But in view of reply to part

(b) no action is called for.

श्री त्रिलोक चन्द : दिल्ली में हिन्दी को समाप्त करने की कोशिश की जा रही है। जो स्टेटमेंट दी गई है उससे साफ जाहिर होता है कि दिल्ली एजुकेशन ऐक्ट के अनुसार 6 से 10 तक त्रिभाषा फार्मूला लागू है। लेकिन जो जवाब दिया गया है उसमें कहा गया है कि 6 से 8 तक त्रिभाषा फार्मूला लागू किया गया है। केन्द्रीय माध्यमिक शिक्षा बोर्ड जो है उसका जब फार्मेशन किया गया तो 24 लैंग्वेज का पेनल बनाया गया और उसको इस तरीके से बनाया गया कि कोई भी कोई एक लैंग्वेज ले ले। हिन्दी ले यह जरूरी नहीं। अंग्रेजी ले ले कोई और ले ले। एक भाषा लेना जरूरी है। दिल्ली एजुकेशन ऐक्ट में साफ कहा गया है कि 6 से 10 तक की कक्षाओं में त्रिभाषा फार्मूला लागू होगा लेकिन केन्द्रीय माध्यमिक शिक्षा बोर्ड ने क्यों ऐसा कहा कि एक ही लैंग्वेज लड़का ले ?

श्रीमती शीला कौल : भारत में कई भाषायें बोली जाती हैं। सभी भाषाओं की हम बहुत इज्जत करते हैं। इसलिए त्रिभाषा फार्मूला बनाया गया था। दिल्ली एडमिनिस्ट्रेशन के स्कूलों में जो पढ़ाई है वह चार हिस्सों में बाटी गई है। पहले एक से पांच तक की प्राइमरी कक्षाएँ आती हैं। इसमें मातृभाषा का इस्तेमाल करना जरूरी है, उसका पढ़ाना जरूरी है या रिजनल लैंग्वेज का पढ़ाना जरूरी है जब तक कि मां बाप यह लिख कर न दें कि हम बच्चों को किसी दूसरी भाषा से पढ़ाना चाहते हैं। मिडल कक्षाएँ 6 से 8 तक की हैं। यह जो वक्त दिया जाता है इस में तीन भाषायें सीखनी चाहिए। माननीय सदस्य ने जो अभी कहा है वह सही है कि इसमें हम तीन भाषायें सिखाते हैं....

श्री राम बिलास पासवान : कौन-कौन सी ?