

Shri Raj Bahadur: It is also a question which hardly relates to my Ministry.

Shri Kapur Singh: It directly arises out of the original question.

Mr. Speaker: He does not say it does not arise. He says it is not the concern of his Ministry and he cannot answer it.

Shri Kapur Singh: How can his Ministry take any action unless they know what was the real cause of the havoc.

Mr. Speaker: That is not the exclusive responsibility of this Ministry.

Shri Kapur Singh: Does the Minister know what is the difference between a sea-quake and tidal action?

Mr. Speaker: I cannot allow that.

Shri Daji: He should appear before the Public Service Commission!

Shrimati Savitri Nigam: What will be the benefits accruing when this project will be completed, and what would be the total cost for the completion of the project?

Shri Raj Bahadur: The estimated total cost has been given in the statement. It is in the vicinity of Rs. 22 crores. It is however advised by the technical committee that this may be on the low side; it may go upto Rs. 30 crores.

Shri R. S. Pandey: According to the report, the cost of the project is estimated at Rs 22 crores. Later on, the technical committee estimate has revised it to Rs. 30 crores. What are the main reasons why it has gone up?

Shri Raj Bahadur: The point is that it should be properly excavated to allow deeper draft ships upto 30ft. which increased the cost. Then doubts have also been raised about the saving time for the ships and also the economics of the project etc. All these matters have been taken into

account, which have led to an increase in cost.

श्री ब्रज बिहारी मेहरोत्रा : क्या इस निर्माण-कार्य के अन्तर्गत घनुष्कोटि और रामेश्वरम् को भारत से जोड़ दिया जायेगा ?

श्री राज बहादुर : ये दोनों एक ही आई-लैंड पर हैं ।

Shri Muthiah: Has the technical committee appointed by the Transport Ministry examined the project report of the Madras Government? If so, what are its findings?

Shri Raj Bahadur: The technical committee has been appointed to examine the project report of the Madras Government. It has yet to finish its work. I have just indicated some of their doubts expressed by them about it.

Cochin Shipyard

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Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Yashpal Singh:
Shri Mohammad Elias:
Shri Surendra Pal Singh:
Shri Gokulananda Mohanty:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Balmiki:
Maharajkumar Vijaya Ananda:
Shri M. L. Dwivedi:
Shri B. K. Das:
Shri Chandak:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri D. C. Sharma:
Shri Rameshwar Tantia:
Shrimati Jyotsna Chanda:
Shrimati Renuka Barkataki:
Shri Indrajit Gupta:
Shri Daji:
Shri Ram Harkh Yadav:
Shri Onkar Lal Berwa:

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Shri Vishva Nath Pandey:
Shri R. Barua:
Shri R. S. Pandey:

Will the Minister of Transport be pleased to state:

(a) whether the terms of collaboration between the Government of India and the Japanese ship-building firm for setting up the shipyard in Cochin have been settled; and

(b) if so, the broad features thereof?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). An agreement was signed on 1st February, 1965 with the Mitsubishi Heavy Industries Ltd., Japan for the basic survey, preliminary design and project report of the shipyard, the first essential steps in the construction of the shipyard. The Mitsubishi Heavy Industries would complete the required surveys and submit the reports by 30th April 1966. A fee of Rs. 15 lakhs is being paid to them for the purpose. Negotiations with the firm in regard to collaboration in the other stages of the project which have to be based upon, and co-related with the results and data to be collected by the aforesaid survey and design studies etc., are in progress.

Shri P. C. Borooah: The proposal for the second shipyard has been lingering for years, and even after entering into an agreement, Mitsubishi of Japan is not ready to make any firm commitment. May I know the reasons for the hesitant attitude of the collaborators?

Shri Raj Bahadur: They have not only made a firm commitment, they have already entered into an agreement as an advance stage action for the construction of the project.

Shri P. C. Borooah: May I know whether any broad outlines have been evolved in regard to the technical skill and finance and, if so, in what proportion Indian and Japanese skill and finance will be utilised?

Shri Raj Bahadur: Japanese skill and finance will be utilised after they have gone into the first work, i.e., to survey the site, to draw up the blue-prints, designs etc. after proper scientific and mathematical studies, and that is a first essential step before they can advance further.

Shri P. R. Chakraverti: What is the financial estimate of this project?

Shri Raj Bahadur: The first estimate which has to be revised as a result of survey etc., is Rs. 8.7 crores:

श्री यशपाल सिंह : क्या इस कारखाने में जहाज-निर्माण के बाद हम इस मामले में सेल्फ-सफिशेंट हो जायेंगे या फिर भी बाहर से जहाज मंगाने पड़ेंगे ?

श्री राज बहादुर : सेल्फ-सफिशिएंसी डिवेंड करेगी हमारे जहाजी बड़े पर । अगर हमारा जहाजी बेड़ा चालीस लाख टन—चार मिलियन टन—होता है, तो भी हम को दो लाख टन नये जहाज लाने पड़ेंगे । उस का मतलब यह है कि दोनों जहाजी कारखानों के बाद भी कुछ गैप बाकी रहेगा ।

Shri Surendra Pal Singh: Will the engines and turbines that will be required for the vessels built in the shipyard be manufactured inside the country or will they be imported?

Shri Raj Bahadur: For that, there is another project under consideration by the Ministry of Heavy Engineering.

Shri S. C. Samanta: How far has the work proceeded so far?

Shri Raj Bahadur: They just made a beginning after the agreement. In fact, the actual work will start on the 26th of this month.

श्री स० सा० द्विवेदी : कोचीन शिपयार्ड में किस किस के जहाज तैयार हुआ करेंगे और यदि व्यापारिक जहाज बनेंगे, तो क्या डिफेंस नीटज का भी ध्यान रखा जायेगा ; यदि हां, तो किस हद तक ?

श्री राज बहादुर : इस में व्यापारिक जहाज बनेंगे, लेकिन अगर डिफेंस को जरूरत हुई, तो उस के बारे में भी गौर किया जा सकता है ।

Shri B. K. Das: In view of the proximity of the naval base to the selected site, there was a proposal for shifting the site a little towards the south. Has any decision been taken about that?

Shri Raj Bahadur: The site has been selected, and there is no proposal to shift it south of Cochin.

Shri D. C. Sharma: This Cochin Shipyard has been waiting for a very long time. I have been hearing about it since the First Lok Sabha came into existence. May I know whether this Cochin Shipyard will be built during the lifetime of this Lok Sabha or during the lifetime of the next Lok Sabha?

Shri Raj Bahadur: I think the hon. Member will also recall, because his memory is not short I believe, that there were doubts essentially to begin with about the advisability of having a second shipyard at all. No less a person than the then Chairman of the National Shipping Board, Shri G. L. Mehta, advised against the setting up of a second shipyard.

Shri D. C. Sharma: You always have the wrong Chairman.

Shri Raj Bahadur: All those doubts had to be examined properly, particularly when they proceed from knowledgeable people, and after that the question was where to locate it. That also took time, and then there was the question of finding technical and financial collaboration. No well-developed shipbuilding nation is prepared to give that collaboration easily. I think it is a lucky thing that we have got it from the Japanese after all.

Shri Narendra Singh Mahida: What will be the tonnage capacity of the

ships? May I know whether any tankers or other ocean-going ships will be built? What will be the highest capacity?

Shri Raj Bahadur: It will build bulk carriers and bigger ships, and the capacity of the ships to be built will depend upon our requirements. The Japanese have said that they can build the biggest ships if we so require.

श्री हुकम चन्द कछवाय : इस में जापान सरकार की कितनी धनराशि लगेगी और हमारी कितनी लगेगी और यह कार्य कब से प्रारम्भ हो जाएगा ?

श्री राज बहादुर : कुछ बातों को तय करना है । इसके लिए हम भी उत्सुक हैं । जापानी भी फाइनेंशल पार्टिसिपेशन में दिलचस्पी रखते हैं ।

// **श्री मधु लिमये :** इस योजना के लिए कुल विदेशी मुद्रा कितनी लगेगी, क्या इसका भी कोई अनुमान लगाया गया है ? जापान कितनी देगा और अन्य देश कितनी ?

अध्यक्ष महोदय : यही तो इन्होंने कहा है । इसी बात का जवाब तो इन्होंने दिया है ।

Shri R. S. Pandey: We require more ships of all varieties. Apart from Japanese collaboration due to which work has now started here, may I know whether we had invited collaboration from any other countries on suitable conditions?

Shri Raj Bahadur: That will be taken into account or considered only when we decide to have the third shipyard.

Shri Thirumala Rao: Is it proposed to have ship repair yard capable of repairing cargo vessels of 30,000 tons and above, along with the shipyard?

Shri Raj Bahadur: That is exactly what we intend to do, to develop not only ship building yard but a repair yard.

Dr. P. S. Deshmukh: How long after the view was expressed by Mr. G. L. Mehta was his view corrected and who was the wiser man who corrected it?

Shri Raj Bahadur: It was not the Minister. It is a question of collective consideration and collective wisdom prevailing over individual wisdom. That is exactly what has happened in this case.

श्री प० ह० भील : मैं जानना चाहता हूँ कि जापान के अलावा और किन किन देशों से बातचीत आपने की है ?

श्री राज बहादुर : जापान के अलावा कुछ बातचीत जर्मनी से हुई है। इसके अलावा बात हुई है यू० के० से। एक आध शिपयाई अमरीकन था और उन्होंने भी इस में इंटेरेस्ट दिखाया। लेकिन आजकल जैसा हम जानते हैं शिप बिल्डिंग में जापानी जो इंडस्ट्री है, उद्योग है वह सब से आगे है, सब से अधिक शिप वे बनाते हैं और उनका टेक्नीक भी ज्यादा डिवेलप्ड है। वे सस्ते जहाज भी मुकाबलतन बनाते हैं।

Regarding Starred Question No. 115.

Shri Yashpal Singh: 90.

Shri Surendra Pal Singh: Q 115 may also be taken up.

Mr. Speaker: That is a separate one. If the Minister thinks it is allied, he may answer, otherwise not.

Closure of Sugar Mills

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 Shri Yashpal Singh:
 Shri M. L. Diwedi:
 Shri Bhagwat Jha Azad:
 Shri Rameshwar Tantia:
 Shrimati Savitri Nigam:
 Shri Bibhuti Mishra:
 Shri K. N. Tiwary:
 Shri Heda:
 Shri P. C. Borooah:
 Shri P. R. Chakraverti:
 Shri Madhu Limaye:
 Shri D. N. Tiwary:
 Shrimati Maimoona Sultan:
 Shri Vishwa Nath Pandey:

Will the Minister of Food and Agri-

culture be pleased to state:

(a) whether it is a fact that due to irregular and inadequate supply of sugar-cane, sugar mills in U.P. and Punjab are likely to be closed;

(b) if so, the reasons for the short supply of sugar-cane; and

(c) the action proposed to be taken to avert such crisis?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Some sugar factories in certain districts of Western U.P. e.g., Meerut, Muzaffarnagar, Saharanpur, Bijnore, Moradabad and Bulandshahr may close earlier than usual.

(b) The reason is diversion of sugar-cane to gur and Khandsari manufacture;

(c) Central Government has banned inter-State movement of 'rab' and the State Government has increased the purchase tax on sugarcane purchased by sugar crushers and khandsari units in reserved areas of factories from 25 paise per quintal to 50 paise per quintal. The affected factories have also raised the sugarcane price to some extent.

श्री यशपाल सिंह : क्या यह सही है कि केन क्रश करने वाले तीन रुपये मन गन्ना खरीदते हैं और सरकार सस्ते दामों पर गन्ना खरीद रही है और उत्पादकों को पूरा मूल्य नहीं मिल रहा है। बाद में मिल वालों ने अपनी मर्जी से 52 नए पैसे बढ़ा दिये लेकिन सरकार ने एक बार भी कीमत बढ़ाने के लिए नहीं कहा ?

श्री बा० रा० बहाण : कुछ लोगों ने बढ़ाये हैं।

श्री यशपाल सिंह : सरकार के पास क्या इस तरह का कोई हिसाब है कि कितना