

during the last decade, the Shipyard has been building modern diesel ships of 12,500 D.W.T. However, with the installation of new machinery and equipment and the introduction of new methods and processes, the construction techniques are expected to improve further.

(b) The paid up capital of the Yard has also increased from Rs. 4.527 crores in 1955-56 to Rs. 6.028 in 1965-66. With the investment proposed to be made during the Fourth Five Year Plan, there will be further increase in the capital outlay.

(c) and (d). The factors responsible for the high cost of production and the long delivery schedules of ships are the utilisation of old machinery, the delays in receipt of imported materials and failure on the part of the indigenous manufacturers to adhere to delivery schedules.

In order to reduce the cost of construction and delivery schedule of ships, various steps are being taken. These include introduction of Production Control measures in the Hull Shop and Blacksmith Shop, improvement in the handling facilities in the Hull Shop and the crange facilities at the berths and the arrangements made with Yugoslav and Polish firms for bulk supply of machinery and components.

A study group of the Yard is also examining the possibilities of reducing the delay in the delivery schedules of ships and their cost of production.

#### **Shipbuilding Industry**

**7493. Shri M. S. Murti:** Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that Shipbuilding Industry is not included in the priority industries notified after devaluation;

(b) whether it is also a fact that it is not an essential industry from the point of view of supply of Power and Water; and

(c) if so, the reasons therefor?

**The Minister of Transport and Shipping (Dr. V. K. R. V. Rao):** (a) It is a fact that Ship building industry is not included in the list of priority industries.

(b) and (c). information is being collected and a statement will be laid on the Table of the House.

#### **Development of Border Roads in Gujarat**

**7494. Shri Virendrakumar Shah:** Will the Minister of Transport and Shipping be pleased to state:

(a) whether Government have given any grants or loans for the development of border roads in Gujarat particularly in the Kutch area for the year 1967-68;

(b) if so how much; and

(c) the details of the border road development schemes for the current year and for the Fourth Five Year Plan in the Gujarat State?

**The Deputy Minister in the Ministry of Transport and Shipping (Shri Bhakt Darshan):** (a) to (c). Presumably, the member is referring to the works on strategic roads in Gujarat. The programme in this connection undertaken by this Ministry in Gujarat provides for the development of 8 strategic roads, including construction of some bridges thereon. The road requirements were reviewed recently by the Ministry of Defence and the programme is being modified accordingly.

No loans are granted for financing these roads, but grants-in-aid are given. Upto the end of March, 1967, a total sum of Rs. 9.35 crores had been granted. However, no grant has yet been given during the current financial year and the quantum of grant for 1967-68 will depend on the modification of the programme and the availability of funds.