

गोदस स्किन, टेन्ड हाइड्रज एंड स्किनज, आयरन और, मैंगनीज और, कैंशू कर्नल, आयल केक्स, इंजीनियरिंग गुड्ज, कैमिकल्ज, फार्मासियुटिकल्ज बगैरह काफ़ी जा रहे हैं ।

Shri Kapur Singh: What proportion do the manufactured goods which we export to Czechoslovakia bear to our total exports to that country?

Shri Manubhai Shah: 62 per cent of our total exports now—it has risen from Rs. 5 crores in 1960 to Rs. 20 crores in the current year—are manufactured goods.

श्री धोंकार लाल बेरवा : चैकोस्लो-वाकिया के साथ हमारा जो व्यापार होगा, वह विदेशी मुद्रा के द्वारा होगा या माल के बदले माल भेजा जायेगा ?

श्री मनुभाई शाह : माल के बदले माल ।

Shri P. Venkatasubbaiah: After the survey has been made by the Czech Trade Mission, may I know whether any agreement has been reached by our Government and, if so, when this will be put into operation?

Shri Manubhai Shah: Up till now Czechoslovakia was doubtful whether India can supply engineering goods and modern goods or machinery. The recent tour has convinced them that all these are within the practical possibilities of India supplying to them, and those results will flow from their visit.

Shri Tulshidas Jadhav: What are the articles imported from Czechoslovakia in exchange for our articles?

Mr. Speaker: It is given in the statement.

Shri Manubhai Shah: There is a list of 80 items. Broadly speaking, they are: power turbines, transformers, large industrial machinery, fertilisers and various other types of goods.

Ship-Breaking Industry

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*116L, { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri B. K. Das:
Shri P. C. Barman

Will the Minister of Industry be pleased to state:

(a) whether any attempts have been made to set up a ship-breaking industry in India;

(b) whether scraps of Liberty ships and other condemned ships can be broken in order to use the ship plate for making small boats for coastal shipping, barge making and fishing; and

(c) if so, whether any proposal has been made to establish such an industry at Haldia?

The Minister of Industry (Shri Kanungo): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

I am advised that ship plates recovered from such condemned ships are not suitable for making small boats for coastal shipping, barges or fishing vessels. Such plates can only be sold as scrap for re-rolling purposes. Due to greater availability of prime materials, the demand for industrial scrap has also shown a tendency to come down. Besides, only a very few re-rolling mills in the country would be able to utilise the types of scrap that would be available from the dismantling of the ships. The payment for these condemned ships also involves foreign exchange. No special attempt has been made, in the circumstances, to set up a ship-breaking industry in the country.

No proposal has been received for the setting up of such an industry at Haldia.

Shri Subodh Hansda: From the statement I presume that there is a demand for these ship plates. May

I know what is the total quantity of scrap at present utilised by re-rolling mills?

Shri Kanungo: The scrap that would be available from breaking up of ships will not be of any use in our country.

Shri Subodh Hansda: In the statement it has been said that . . .

Mr. Speaker: Order, order. There are so many talks going on with the result that the proceedings are being disturbed. I am not able to listen to what is being said.

Shri Subodh Hansda: It has been clearly mentioned in the statement that there is demand for the utilisation of scraps. What is the total demand of scraps in the country?

Shri Kanungo: There is no demand for this particular type of scrap.

Shri Subodh Hansda: It has been stated that it involves the payment of foreign exchange. I would like to know whether there are such cases where Government had to pay foreign exchange for these ships.

Shri Kanungo: Yes, there have been some proposals. The Transport Ministry is not in favour of setting up an industry for the dismantling of ships.

Heavy Electricals Plant, Bhopal

*1165. { ⁺ Shri D. D. Mantri:
Shri D. C. Sharma:

Will the Minister of Steel, Mines and Heavy Engineering be pleased to state:

(a) whether Government have decided to have a separate Company for managing the Bhopal Heavy Electricals Plant;

(b) if so, the main features thereof; and

(c) the reasons for the decision?

The Deputy Minister in the Ministry of Steel, Mines and Heavy Engineering:—2.

neering (Shri P. C. Sethi): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

The Heavy Electricals (India) Limited is, at present, managing the existing Heavy Electrical Factory at Bhopal and the new Units namely, the Heavy Electrical Equipment Project, Hardwar, the Heavy Power Equipment Project, Hyderabad and the High Pressure Boiler Plant, Tiruchi. Its responsibilities are growing and the problems of administration, labour, construction and production are diverse. A single management may not prove equal to the task of administering all these big units. It has, therefore been decided to entrust the implementation of the new heavy electrical projects at Hardwar, Hyderabad and Tiruchi to a new Company to be formed. The Board of Directors of this Company has not been finalised yet.

श्री द्वारका दास मंत्री : सरकार को किन कारणों के आधार पर अलग कम्पनी बनाने की राय कायम करनी पड़ी ?

श्री प्र० च० सेठी : इसका कारण यह है कि हैवी इलेक्ट्रिकल्स कम्पनी पर काम का बहुत भार था। उसको हरिद्वार का बिजली का प्लांट और हैदराबाद का प्लांट भी मंजूर करना था। इसलिए सैपरेट कम्पनी बनाने की आवश्यकता पड़ी।

श्री द्वारका दास मंत्री : क्या सरकार अन्य हैवी इन्डस्ट्रीज के लिए भी अलग कम्पनी बनाने के बारे में सोच रही है ?

Shri P. C. Sethi: That does not out of this question. This relates to the formation of a company.

Mr. Speaker: Is there any proposal to form separate companies?

Shri P. C. Sethi: Wherever it is necessary, it is being done. In the case of HSL, the Bokaro Steel Company has been formed.