

[Translation]

SHRI RAM NIHOR RAI: Mr. Speaker, Sir, today telephone system is being developed for villages in the country. I would like to tell that I had been a member of Parliament since 1991. Telephone installed at my house is still out of order. I have written several times for it. It is said that telephones of VIPs are repaired immediately but I would like to say that after a long correspondence with the officials of the department my telephone is still out of order. They have several excuses like battery is not available with them or sometimes some other equipment is not available. I request the hon. Minister to conduct an inquiry into the case of telephone installation in the cities of Mirzapur, Sonbhadra and Banaras etc. in Uttar Pradesh. Inquiry should be conducted by some private agency or someone other than a person of Telephone Department to find out that why my telephone or telephones in the area are not working. I would like to say that inquiry should be conducted in my case.

[English]

SHRI P.V. RANGAYYA NAIDU: Mr. Speaker, Sir, I have noted the complaint of the hon. Member.

MR. SPEAKER: That is all right; you have replied to him.

[Translation]

SHRI LAXMI NARAIN MANI TRIPATHI: Mr. Speaker, Sir, telephones are being installed in rural areas but reality is that you do not have skilled persons to repair them. At one place there is single person for this work and at another place there may be ten and thus most of the telephones are not in working condition. I would like to know from the

hon. Minister as to whether he is planning to double the number of skilled persons for repairing telephones in those districts where these are lying out of order for a long period. And if it is so then by what time it will be done?

[English]

MR. SPEAKER: Do you have enough manpower for this purpose?

SHRI P.V. RANGAYYA NAIDU: We do not have enough manpower for this purpose.

MR. SPEAKER: If you do not have, what will you do to have it?

SHRI P.V. RANGAYYA NAIDU: We are trying to increase the staff strength wherever necessary.

Cochin Shipyard

*407. PROF. P.J. KURIEN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of ships built annually in Cochin Shipyard;

(b) whether the ship-building activity in the Shipyard has come to a halt since 1992;

(c) if so, the reasons therefor; and

(d) the steps taken to resume the ship-building activity in the Shipyard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d). A *Statement* is laid on the Table of Lok Sabha.

STATEMENT

(a) The Cochin Shipyard Limited has been building, on an average, one ship of 75000/86000 DWT capacity once in two years;

(b) and (c) Cochin Shipyard Limited had an order for three 86000 DWT crude oil tankers from Shipping Corporation of India (SCI). The first tanker was delivered in Oct. '90 and the second in Oct. '92. The revised price for the 3rd tanker has been provisionally fixed at Rs. 163.50 crores as agreed to between Cochin Shipyard Limited and Shipping Corporation of India. A proposal based on the revised price is being submitted for consideration of the Government.

(d) The following steps have been taken/are under consideration for resuming shipbuilding activity in the shipyard;

- (i) Upward revision of the price of the 3rd tanker (Hull No. 009) is under consideration.
- (ii) Capital restructuring of Cochin Shipyard Limited has been approved and orders issued on 24.3.94. This involve conversion of loans amounting to Rs. 119.14 crores into 7% non-cumulative preference shares, conversion of accumulated interest at normal rate amounting to Rs. 136.35 crores into interest-free loans etc.
- (iii) A package of reliefs to shipbuilding industry has been announced on 8.9.93 giving a revised pricing policy, soft financing for acquisition of ships from Public Sector Yards etc.

PROF. P.J. KURIEN: The statement is quite lengthy. The reply to the

shipyard is deplorable, the statement also I do not say is deplorable, but it has not given the full factual position of the state of affairs of the shipyard. It is not clear from the statement that the shipyard is a sick industry. I would like to know from the hon. Minister what is the accumulated loss over the years to this shipyard and whether the Government has conducted any study on the basic reasons for this shipyard and the shipping industry being sick. Not only this particular shipyard, the whole shipping industry is not picking up when this industry is very vital for our economic development.

SHRI JAGDISH TYTLER: I would like to correct the hon. Member. The shipyard is not in a bad shape. Maybe, it was in a bad shape two years ago; but it is not now. Two years ago, I remember, the hon. Member had asked the question when the shipyard was practically closing down. Today it has shown after a long time, profit and the shipyard is bubbling with a lot of orders. I would like to inform the hon. Member that the Tanker 009 for the Shipping Corporation of India with a double hull and 86,000 deadweight tonnes, an order has been there. One tug for Tuticurin Port of 32 tonnes is there. Two tugs for New Mangalore Port, both of 32 tonnes are there. Also it has gone in a big way into the ship repairing. I would like to inform the Member that it is the workers and the management who have put in a lot of efforts in the last two years and the shipyard is in a working condition. I do not want them to be demoralised by saying that things are in a bad shape. No doubt, the shipyard had been in a very poor shape.

The capital restructuring has been done. It has been cleared by the Cabinet. I would like to inform the hon. Member that the accumulated interest at the normal rate of Rs. 136.35 crore was there net of net subsidy of Rs. 37.56 crore up to 31st March 1993. This will be converted

into interest-free loan to be repaid in ten equal instalments from 6th year onwards, that is 1.4.1998. We have also conversion of loan sanctioned up to 31.03.1993 amounting to Rs. 119.14 crore into 7% non-cumulative preference shares. Loans to be taken in future will be repaid with interest as per stipulations contained in the sanction order. Waiver of the penal interest amounting to Rs. 38.65 crore has already been allowed. 7% non-cumulative preference shares will be redeemed progressively after the interest-free loans are paid. So this is the capital restructuring we have done at the Cochin Shipyard.

PROF. P.J. KURIEN: He has not answered my basic question. My basic question was what was the accumulated loss over the years. I asked what are the basic reasons for this accumulated loss. Of course, he has explained the capital restructuring. That is all good. That is only readjustment of loans and repayment of interest and all. That is all peripheral. But there is some basic disease because of which this industry has become sick. I would like to know what are the basic reasons for this sickness and what is the accumulated loss over the years.

I am happy that this shipyard is recovering and I congratulate the Minister on that. What has happened to the 3rd tanker? There are orders, but the hon. Minister did not say whether these orders are being executed, whether actually ship building activity is going on and whether the three orders they got have been implemented in time by constructing the ships according to the specification. These questions are not answered.

SHRI JAGDISH TYTLER: The first thing I answered was that third order has been given for a tanker which is 009 by the Shipping Corporation of India with a double hull and capacity of 86,000 dead-weight tonnes. There have been reasons

which the hon. Member has been asking for the poor performance and the condition where the shipyard had been. There has been delay in completing facilities which were far beyond the date envisaged, the problem of delays in respect of material which was imported, frequent and prolonged power-cuts and layoffs during the period there was a total power-cut, low productivity levels, lack of orders because nobody was wanting to give orders. Even the third order which the Shipping Corporation today has given, they had withdrawn this once. Only after we negotiated the price, the third order has been given to the shipyard.

12.00 hrs.

There was a financial constraint. Smoother flow of fund was not coming. So, these are the reasons for the poor performance of the shipyard. The accumulated loss about which the hon. Member wanted to know, is Rs. 188.97 crore.

WRITTEN ANSWERS TO QUESTIONS

[*Translation*]

GSI Survey

*402. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of MINES be pleased to state:

(a) whether the Geological Survey of India has conducted any survey to identify deposits of minerals in Bihar recently;

(b) if so, the areas surveyed in the State; and

(c) the details of various mineral deposits identified?