

(d) whether Government consider placing the protocol on the Table of Lok Sabha?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRIMATI ABHA MAITI): (a) to (c). In the Protocol signed on the 25th May, 1978, incorporating the recommendations and conclusions of Third Session of the Indo-Hungarian Joint Commission for Economic, Scientific and Technical Cooperation, several important projects and priority areas were identified for cooperation between the two countries relating to non-ferrous metals, engineering products, drugs and pharmaceuticals, leather, textiles and third country projects. In respect of trade, measures for increasing the trade turn-over were discussed in the context of the new Trade and payments Agreement, according to which the change over has been effected from 1st January, 1978, from the Rupee Trade System to the Multilateral System of free foreign exchange. It was agreed that the trade creating effects of industrial cooperation between the two countries, specified during the discussions, would generate a larger volume of trade. It is not possible to indicate itemwise value in rupees of increase in trade since the increase turnover is expected to be generated over a long term period.

→ (d) No, Sir.

High-Speed Ships for Indian Navy

406. SHRI MADHAVRAO SCINDIA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that some of the Defence Strategists have suggested for high speed ships instead of larger vessels for Indian Navy;

(b) if so, his reaction in this regard;

(c) whether Government are considering to purchase such high speed ships; and

(d) if so, details thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). Different views have been expressed by various people interested in defence matters regarding the optimum size and composition of the Indian Navy. The Policy on the Navy is under continuous review by Government and our policy has been to build a balanced Navy with ships suitable for various specific roles which they would be required to perform. The ships procured for the Navy are of different types and sizes with speeds suited to their roles. The advantages which go with small size and high speed ships are kept in mind in deciding about introduction of new ships.

Foreign Vessel 'Angelina'

407. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a foreign vessel 'Angelina' left the Port of Bombay without the knowledge of Port and Customs Authorities, in spite of the fact that the movements in the port are controlled by Navy, Defence, Port and Customs authorities and a check is kept on vessels arriving and departing;

(b) if so, how a foreign ship could leave the Indian waters without the knowledge of the authorities;

(c) whether there was any High Court order detaining the ship and who is responsible for letting the vessel leave;

(d) whether the authorities are putting the blame on others for their own negligence and misdeeds and harassing the exporters and others; and

(e) what action Government intend to take against the authorities and to prevent further recurrence since it concerns the Security of the country?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c). Vessel M. V. 'Angelina' arrived at Bombay Port on 1st September, 1977. This vessel was anchored in stream on 7 October, 1977. Vessel was under arrest on the orders of the Madras High Court. Port clearance issued was therefore withdrawn. Later on, Madras High Court orders were vacated. Arrest orders were again received from Calcutta High Court. It was noticed that the vessel anchored in stream, had left undetected without taking a pilot (which is obligatory and without port clearance. All other ports in India were informed to detain the vessel if she be at their Port. Show cause notice was served on the steamer agents under Section 41 and 42 of Customs Act. Penalty has been imposed on steamer agents under Section 117 of the Act. Party has preferred appeals against order of penalty without payment of penalty. Appeal is pending with Central Board of Excise and Customs.

Disappearance of ships from the Port without port clearance and without taking a pilot is a very rare phenomenon. While Navy's assistance can be sought in cases of suspicion, in this case there was no advance information or suspicion about the possible disappearance of the vessel and hence Navy's assistance to prevent the vessel from sneaking was not sought.

Silent Valley Project in Kerala

408. SHRI V. M. SUDHEERAN: Will the Minister of ENERGY be pleased to state:

(a) whether Government received any representation from the Government of Kerala regarding the proposed Silent Valley Project in Kerala; and

(b) what are the reasons for the delay for the clearance of the same?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Yes, Sir.

(b) The Silent Valley Project was originally sanctioned in February, 1973 at an estimated cost of Rs. 2448 lakhs (including transmission works). Subsequently the Government of Kerala modified the scheme and have sent in October, 1977 revised estimates of cost amounting to Rs. 4080 lakhs (excluding transmission). The revised project report is under examination by the Central Electricity Authority in consultation with the State Government.

The question of providing safeguards from the environmental angle is engaging the attention of the State Government.

मिलिटरी स्कूल और कालेज खोलने के लिए महाराष्ट्र सरकार की मांग

409. श्री केशव राव धोंडगे : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) महाराष्ट्र के कितने नये स्थानों से मिलिटरी स्कूल और कालेज खोलने की मांग प्राप्त हुई है ;

(ख) क्या केन्द्रीय सरकार को राज्य सरकार में रायगढ़ के समीप एक मिलिटरी स्कूल और कालेज खोलने का खाई प्रस्ताव प्राप्त हुआ है और यदि हाँ, तो इस बारे में सरकार की क्या प्रतिक्रिया है ; और

(ग) क्या यह सच है कि ऐसा मिलिटरी स्कूल और कालेज खोलने की मांग उनसे उस समय की गई थी जब उन्होंने शिवाजी महाराज की पुण्य तिथि पर रायगढ़ का दौरा किया था और उन्होंने इसके लिए अश्वसन भी दिया था ।