

One of the points which the hon. Member has raised is a very interesting and important one, and that is the question of financial touts, if one can use that word—people who accost the tourist when he comes in and offer him black market money in lieu of foreign exchange. This is a matter which has been giving us a great deal of anxiety, and we have been discussing this, and we are trying to find out ways and means whereby the leakage of foreign exchange that occurs in this country can be minimised. The hon. Deputy Prime Minister is taking a lot of interest in that, and we hope to be able to do something concrete about this soon.

श्री शिव नारायण : टूरिज्म का इतना हमारे देश में प्रभाव है तो उसके लिए देश के अन्दर ही आपने क्या किया है? हमारे गांवों में रहने वाले लोग यह सारे तीर्थ स्थान मयुरा वृन्दावन आदि तीर्थ स्थान देखना चाहते हैं। तो उनको इस दिशा में सुविधा आदि पहुंचाने के लिए आप ने क्या प्रबन्ध किया है? उनको आप क्या सहूलियतें वगैरह दे रहे हैं?

डा० कर्ण सिंह : माननीय सदस्य ने एक बड़ा अच्छा प्रश्न उठाया है कि टूरिज्म केवल अन्तर्राष्ट्रीय स्तर पर ही नहीं होता, वह राष्ट्रीय स्तर पर भी होता है। हमारे जो धार्मिक तीर्थ स्थान हैं उनकी टूरिज्म तो परम्परा से चल रही है और अभी भी जो हमारे देश के अन्दर धार्मिक तीर्थ स्थान हैं वहां भी टूरिज्म के लिए कुछ उनको सहूलियत दी जाय और उनको वहां आने जाने में आसानी हो उस और भी हम विचार कर रहे हैं।

श्री हुकम चन्द कछवाय : अभी तक उस क्षेत्र के अन्दर क्या किया गया है?

MR. SPEAKER: Order, order. No more supplementaries. Next question.

Shipyards at Cochin

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*93. **SHRI A. SREEDHARAN:**
SHRIMATI SUSHILA
ROHATGI:
SHRI P. C. ADICHAN:
SHRI KAMESHWAR SINGH:
SHRI T. D. RAMABADRAN:
SHRI K. ANIRUDHAN:
SHRI E. K. NAYANAR:
SHRI VASUDEVAN NAIR:
SHRI A. K. GOPALAN:
SHRI P. GOPALAN:

Will the Minister of TRANSPORT AND SHIPPING be pleased to state:

(a) whether Government are planning to build bigger shipyard at Cochin than contemplated earlier;

(b) if so, whether the terms of collaboration with the Japanese firm "MITSUBISHI" require a review; and

(c) when Government contemplate to finalise these plans?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO): (a) M/s. Mutsubishi Heavy Industries had in their project report proposed the construction of two building docks to build bulk carriers and tankers of two sizes i.e. 33,000 DWT and 53,000 DWT, and a ship repair dock for repair to vessels upto 53,000 DWT, the project being completed in two phases.

Taking into account the present world trend in the size of bulk carriers/tankers, the pattern of India's sea-borne trade, future requirements of Indian Shipping etc. Government have now decided to build in the Cochin Shipyards bulk carriers of 66,000 DWT class and a ship repair dock to accommodate ships upto 85,000 DWT.

(b) and (c). In view of the modifications in the scope and size of the project, the terms of collaboration with the Mitsubishi Heavy Industries would need review.

A modified shipyard lay-out which will form the basis of a revised project report has been received and is under

examination. After this is done, the terms of collaboration to be entered into with Mitsubishi Heavy Industries would be considered.

SHRI A. SREEDHARAN: Sir, this is not the first time that we seek clarification on the building of the shipyard at Cochin. On a number of occasions, we have been knocking at the doors of the Ministry of Transport and Shipping to find out how soon this will be completed. On every occasion we are told that the collaboration has got to be reconsidered or some technical aspect has come in the way of it, with the result that the building of the shipyard is postponed indefinitely. I would request the Minister not to give an evasive reply or to get excited when I put the specific question, when this shipyard will be completed? What amount is going to be expended on the construction of the shipyard during 1968-69?

DR. V. K. R. V. RAO: I will begin by thanking the hon. Member for cautioning me against giving an evasive answer or getting excited. I am sure the hon. Member would not want me to give an incorrect answer. I am afraid I can only give an answer which is correct, even if by doing so I do not satisfy the hon. Member. As I said, there has been a change in the design etc. of the shipyard. This matter was gone into in great detail and the House is aware that after a considerable amount of discussion, Government have taken a policy decision to go ahead with the shipyard. In the statement I laid before both Houses of Parliament, I gave details of the shipyard. Only on the 9th February we have received a reply from Mitsubishi Heavy Industries about the shipyard layout on which they want us to take a decision. They have also made a series of suggestions regarding collaborations for other aspects of the shipyard. All these are under examination. I am afraid unless they are examined and we are satisfied, it is not possible for Government to take

a decision. Therefore, I am afraid the question as to how much money will be spent in 1968-69 is not a question which I am in a position to answer.

श्री कामेश्वर सिंह : मित्युविशी कम्पनी से जो सहयोग करार की शर्तों पर दस्तखत हुए उसके बाद उसके कार्यान्वित होने में इतनी देरी क्यों हुई और क्या यह देरी आज जो प्लान कह रहे हयह बनने चाहिए तो अध्यक्ष महोदय, पिछले साल प्राघ घटे की चर्चा में इस बात की चर्चा हुई थी परन्तु मंत्री महोदय ने कोई साफ जवाब नहीं दिया था। मैंने उस समय पूछा था और आज भी पूछूंगा कि क्या इस सारी बात की तैयारी करने में धर्मतेजा का हाथ हर स्टेज में नीचे से ऊपर तक सरकार को भ्रष्ट करने में रहा और इस स्कीम को कार्यान्वित करने में इन्होंने देरी की है? क्या धर्मतेजा का हाथ इस स्कीम को हर स्टेज पर संबोर्टेज करने में है?

DR. V. K. R. V. RAO: I must honestly confess I do not see any connection whatsoever between Dharma Teja and the Cochin shipyard. As far as the other question is concerned, we had originally decided to build ships of 33,000 DWT and a ship repair dock for repair to vessels upto 53,000 DWT. Then the matter was gone into in detail and we considered the demand made by the shipping companies, etc. We decided that we should go in for 66,000 tons ship. that is the reason why the whole project has got to be re-modelled.

SHRI E. K. NAYANAR: Sir, the question about Cochin Shipyard has been raised in Parliament a number of times and always our hon. Minister has replied like this. Last October, in

the first week, the Kerala Industries Minister visited Japan and had a talk with Mitsubishi Company officials and he submitted a report to the Government of Kerala. That report has already been published in the Kerala papers. In that report he has said that the Government of India's policy of indecision on the finalisation of the project report has been responsible for the delay in the Cochin Shipyard coming up. There he has said that the Government of India has been demanding of Mitsubishi Company officials to remodel the project report on Cochin Shipyard again and again and the matter is being postponed from time to time. Recently the Governments of India has again demanded of the Mitsubishi Company officials that the project report be prepared again. That is why the question about Cochin shipyard comes up in Parliament but it never materialises at Cochin. The Minister may change every year or once in five years, but the Cochin Shipyard question will remain in Parliament and the shipyard will never come about.

DR. V. K. R. V. RAO: First of all, regarding the reported comment in the statement made by the Kerala Industries Minister I would request the hon. Member of Parliament to request his Minister in Kerala to send me his report. I have heard nothing from him so far and I think it would be more appropriate for him to write to me. In fact, I would be very happy because then I would hear from him as to what precisely took place between him and the Mitsubishi officials whom he met. Regarding the other question I think I have made it clear that the project report has to be modified because we have decided to go in for these bigger ships. There is no escape from it. This is the first time we are asking for another project report, it is not that we are asking for it again and again. Finally, I want to assure the hon. Member that I realise the reason why there is such a sense of frustration about

it, but I can tell him that to the best of my ability I shall answer not merely questions which will come up or keep on coming up about Cochin Shipyard from time to time but I also hope that the time will soon come when I will be able to state in Parliament the progress which has been made in regard to the implementation of the project.

SHRI VASUDEVAN NAIR: If I remember correct, it was in the month of August 1967 that the hon. Minister made a final statement in the other House about the final decision to go ahead with the Second Shipyard in Cochin. After that allotments in certain form have developed as regards the Fourth Five Year Plan. As we all know, the Plan is nowhere in sight, it is hanging in mid air so to say. I would like to know whether these uncertainties about the Fourth Five Year Plan will have anything to do with the Second Shipyard and whether the Minister is in a position to reassure the House that whatever happens the Second Shipyard is coming and he is beginning work in the Fourth Five Year Plan when it comes.

SHRI NAMBIAR: Whether the Plan comes or not the Shipyard must come.

DR. V. K. R. V. RAO: Sir, I hope I am not being rash but I will give the hon. Member the assurance that he wants.

SHRI VASUDEVAN NAIR: Sir, what did the hon. Minister say?

SHRI PILOO MODY: He said in Hindi.

MR. SPEAKER: He said that he will give the assurance.

SHRI P. GOPALAN: Sir, for the last five or six years negotiations have been going on with the Mitsubishi Company of Japan for the construction of a ship-building yard at Cochin. But the blueprint of this project has

not yet been finalised. I would like to know from the hon. Minister the actual hurdle in finalising the blueprint of this project and the commencement of construction on this work. I would also like to know from the hon. Minister whether he can reassure this House and repeat his earlier assurance given to this House that the first ship will be constructed at Cochin by 1973. I want to have a specific assurance from the Minister on this subject.

SHRI NAMBIAR: Prototypes can be constructed, not the real ship!

DR. V. K. R. V. RAO: Regarding the first question, I think, I had already made it clear that the project report had to be revised. I would also like to tell the House that they have not only sent a revised layout of the shipyard but they have made a series of other suggestions also regarding the subsequent negotiations and so on. All these have got to be gone into in detail. We cannot just go and tell a foreign company that you take everything that you want and just built it for us. I am sure, the hon. Member himself will be the first person to ask us to take a comprehensive and national view of the discussions. But I can tell him again and again, as far as I am concerned—and I can speak only as the Minister of Transport and Shipping—I have not a shadow of doubt in my mind that the Cochin Shipyard Project must go through. It has been passed by the Cabinet. I have made a statement on behalf of the Government in the other House that the Cochin Shipyard Project has been approved and I have no doubt in my mind that it will go through. As to whether the ship will come out of it in 1973 or in 1974, that is more than what I am in a position to say at present.

MR. SPEAKER: I hope, hon. Members are seeing that other important questions about Akhnoor and other things are coming up. I am sure,

all the Kerala Members have asked question about this. So, may I pass on to the next question now?

अखनूर (जम्मू) में पाकिस्तानी बाड़े

*94. श्री रघुबीर शास्त्री सिंह : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अखनूर क्षेत्र में सीमावर्ती गांवों पर सशस्त्र पाकिस्तानियों के हमले दिन प्रति दिन बढ़ते जा रहे हैं ;

(ख) क्या यह भी सच है कि अखनूर तहसील की सीमावर्ती ग्राम प्रतिरक्षा समिति के प्रधान ने जम्मू और काश्मीर के मुख्य मंत्री को इस सम्बन्ध में एक ज्ञापन पत्र भी भेजा है; और

(ग) यदि हां, तो सरकार ने इस मामले में क्या कार्यवाही की है ?

गृह-कार्य मंत्री (श्री यशवन्तराव चव्हाण) :

(क) जी नहीं, श्रीमान् ।

(ख) एक ऐसा ज्ञापन-पत्र भेजा गया है ।

(ग) उस क्षेत्र की सुरक्षा के लिये सरकार द्वारा पहले ही आवश्यक चौकस कदम उठाये जा चुके थे ।

श्री रघुबीर सिंह शास्त्री : क्या मंत्री महोदय यह बतलायेंगे कि यह सच है या नहीं, जैसा कि समाचारपत्रों से मालूम हुआ है, कि पलानवाला, परागवाल और छम्ब में, जो अखनूर के क्षेत्र हैं, उनमें इसी तरह से पशुओं के उठाने, डकैतियों और पाकिस्तानी सुरिलों के हमलों की घटनाएँ हों रही हैं, जैसे कि सन् 1965 में होती थीं, साथ ही क्या वह यह भी बतलायें कि क्या यह भी सच है कि वहाँ से 200 या 300 गज पर पुलिस