

किताबें, चाहे वह मनुस्मृति हो, रामायण हो अथवा और भी कोई धार्मिक पुस्तक हो, जिन में कि सूत्रों, हरिजनों व स्त्रियों के खिलाफ लिखा हो या उन के खिलाफ उस ढंग का उन के द्वारा प्रचार किया जाता हो, ऐसी तमाम पुस्तकों को बैन करने के लिए सरकार क्या करने जा रही है ?

दूसरी बात मैं यह जानना चाहता हूँ कि वह भादि शंकराचार्य महाराज एक महापुरुष थे और ब्रह्मचारी थे जब कि यह वर्तमान सज्जन पाँच, पाँच बच्चों के पिता होकर शंकराचार्य बन गये हैं और वह उस गद्दी को राजनीति के उपयोग में लाते हैं तो ऐसे गद्दी के मठाधीश के खिलाफ सरकार क्या कदम उठाना चाहती है ?

SHRI Y. B. CHAVAN : We do not appoint Shankaracharyas. So, I cannot take any responsibility for that.

श्री सरजू पांडेय : यह मंत्री महोदय ने अभी बताया कि इस तरह के लेखों के खिलाफ किसी प्रकार की कानूनी कार्यवाही नहीं हो सकती है और उधर कई प्रकार के श्री गोलवालकर के भाषण निकले हैं जिन में उन्होंने कहा है कि जो लोग हिन्दुस्तान में रहना चाहते हैं वह हिन्दू बन कर यहाँ रहें और दाढ़ी वाड़ी गलत चीज है.....

श्री अटल बिहारी वाजपेयी : माननीय सदस्य की दाढ़ी वाली बात बिलकुल गलत है क्योंकि वह खुद दाढ़ी रखते हैं...(व्यवधान)...

श्री सरजू पांडेय : मैं यह जानना चाहता हूँ कि जब सरकार ने इस बात का निर्णय किया है कि हमारी स्टेट सेकुलर रहेगी तो इस तरह के भाषण व लेख जोकि प्रकाशित हो रहे हैं और उन से लोगों का जो दिमाग सराब हो रहा है उस के लिए वह कौन से सक्रिय कदम उठाने जा रही है ?

SHRI Y. B. CHAVAN : If I may mention, we do not approve of the very irresponsible statements that some of these persons are making. But what can we do ? There is the fundamental right

of making irresponsible statements in the country.

श्रीमती लक्ष्मीकान्तम्ना : क्या सरकार इन शंकराचार्य जी को भगवतगीता का वह रेलैबैंट चैप्टर पढ़ने की राय देगी जिसमें यह कहा गया है कि स्त्री, चंडाल आदि सब को ब्रह्म के बारे में सुनने और धर्म कर्म करने का अधिकार प्राप्त है ?

#### Development Plan for Cochin Port

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\*576. SHRI VASUDEVAN NAIR ;  
SHRI VISWANATHA  
MENON ;  
SHRIMATI SUSEELA  
GOPALAN ;  
SHRI P. GOPALAN :

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

(a) whether it is a fact that a Rs. 30 crore plan prepared by the Cochin Port Trust for the development of the Cochin Port during the Fourth Plan has been rejected by the Centre and instead a smaller plan mainly for carrying out the spill over works of the Third Plan has been sanctioned ;

(b) if so, the reasons therefor ;

(c) the main features of the plan prepared by the Port Trust in this respect ; and

(d) the total outlay now sanctioned for the development of Cochin Port during the Fourth Plan ?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO):

(a) to (d). A statement is laid on the Table of the Sabha. [Placed in Library. See No. LT-2561/68].

SHRI VASUDEVAN NAIR : At one time, you Sir, had the privilege of presiding over this Ministry of Transport and Shipping, and with great distinction...

MR. SPEAKER : That was for too short a period.

SHRI VASUDEVAN NAIR : The Cochin port was actually the queen of the

Western Coast. But today its position is really very pitiable. The port authorities had sent a scheme of Rs. 33 crores for the Fourth Plan development schemes, but the study group has cut it down by 50 per cent to about Rs. 15 crores. I want to know whether the hon. Minister is really aware of the very serious situation of the port and the necessity of replacing the out-of-date, old and senile dredgers that we have at present in the Cochin port. I do not want to go into the details. But the proposals by the port authorities were that there should be a new hopper suction dredger to replace *Lord Willingdon*, a new hopperbarge to work with *Lady Willingdon*, purchase of a bucket dredger to replace *Lady Willingdon* etc. *Lady Willingdon*, *Lord Willingdon* etc. are all useless barges and dredgers. May I know why these proposals have been rejected by the study group? I would like to know whether the Ministry would when they consider the proposals reconsider the situation because the problem of silting is a very serious one at the Cochin part?

DR. V. K. R. V. RAO : As far as the problem of silting is concerned, we are not only aware of it, but we are very much in touch with it. I think action was taken about three or four months ago in regard to the silting. When I visited Cochin I was told by the Port Trust that the immediate problem of silting and the kind of troubles to which the hon. Member has referred had all been dealt with. The long-term problem of silting is there. He has made a reference to old and senile dredgers. I did not know that the word 'senility' could be applied also to dredgers. I shall add it to my vocabulary. But I want to tell him that it is intended to replace these dredgers. I do not know how the hon. Member has got hold of the report of the Cochin Port Trust on their Fourth Plan proposals which is a purely internal document. Everybody, when he makes the first estimate, always estimates the requirements without taking into account other factors and resources.

One big item which has made a difference of Rs. 10 crores is the super-tanker berth for which the Cochin port has made a provision of Rs. 10 crores. I have myself been there, and I know that it would

be very difficult to locate a super-tanker berth in the port on account of the vicinity of so many other things there. So, we are now investigating the possibility of an off-shore terminal and the feasibility report has been asked for. If an off-shore terminal is possible, we shall be having an off-shore terminal there.

As regards *Lord and Lady Willingdon*, I am glad to inform the hon. Member that both of them are going to be replaced. As a matter of fact, the old spill-over schemes are only Rs. 2.8 crores, and the balance of Rs. 12.74 crores odd relates to all new schemes. I do not want to take the time of the House by giving the complete list, but I can give the hon. Member the complete list for his personal information.

MR. SPEAKER : He may give it to him.

SHRI VASUDEAN NAIR : In this statement it is said that these are schemes for the maintenance of the port at the existing level of operational efficiency. I would like to know whether Government are satisfied with the existing level of operational efficiency and whether they have any proposal to improve the operational efficiency of the ports, and if so, whether they have got some schemes for the same?

DR. V. K. R. V. RAO : As far as the draft in the port is concerned, there is no proposal at the moment for deepening the draft on the lines on which we are doing at Madras or Goa or Visakhapatnam. As far as the operational efficiency of the port is concerned, steps are being taken to improve the operational efficiency. I have promised the hon. Member a list of what has been recommended by the working group. But that does not mean that all the schemes recommended by them will be ultimately accepted, because there is the Planning Commission, there is the resource constraint and so on. But I can give him a list of the schemes which will convince him that the working group has prepared schemes for improving the operational efficiency.

SHRI P. GOPALAN : It seems that there is a deliberate plan by Government to sabotage the development of the Cochin

port by the non-implementation of various schemes for its development and especially by developing other ports like Mangalore and Tuticorin at the expense of the Cochin port. Rs. 30 crores was spent for constructing four berths at Mangalore by spending about Rs. 7½ crores on a single berth, whereas they could have been constructed at Cochin at the cost of Rs. 1 crore.

According to the internationally accepted definition of major port, a major port is one which could handle vessels by creating 30 feet of draft at all hours of the day and night and under all conditions of wind and tide throughout the year. The original Cochin port was one which could offer loading and unloading facilities for ships of 30 feet draft but now the condition is so pitiable and so the safe clearance have dwindled to 25 feet. That is the pitiable condition of the Cochin port. This is because of the consistent and criminal neglect of the Cochin port by Government. In view of this, I would like to know from the hon. Minister whether the original plan of Rs. 30 crores proposed by the Cochin port trust will be accepted by Government so that the internationally accepted minimum standards of a major port are restored at that port?

DR. V. K. R. V. RAO : I am sorry for the wealth of adjectives he has used.

MR. SPEAKER : They are also not relevant.

DR. V. K. R. V. RAO : I think it is also not correct. The hon. Member is aware of what has been done. Shri Vasudevan Nair knows what has been done to Cochin port. His own party which is in power there is very much aware of it and I have received a letter of appreciation from the Minister in charge.

MR. SPEAKER : He may answer the question without making a speech.

DR. V. K. R. V. RAO : As far as deepening the draft to 30 feet is concerned, I think I said earlier that because these two dredgers have been very old, the dredging had not taken place as it should have taken place to the required depth. We recently got a second-hand dredger called *Ganga* which has now been working

there. It has succeeded to a large extent in resorting the original draught of the port. We also put one of these dredgers, I think *Lady Willingdon*, on a 24-hour shift so as to get more dredging work out of it. Now the decision has been taken to replace not only *Lord Willingdon* but also *Lady Willingdon*—We thought the whole family should go; we do not want any remnants. A hopper suction dredger in replacement of *Lord Willingdon* has been sanctioned and contract has also been awarded.

SHRI S. M. KRISHNA : Has it been named?

DR. V. K. R. V. RAO : When the dredger comes we will consider that.

SHRI P. GOPALAN : Even the Law Minister, Shri Govinda Menon, has admitted that the Cochin port has been neglected during the last three plan periods.

DR. V. K. R. V. RAO : I am glad to notice the hon. Member's fondness for the Law Minister in this respect and I hope he will extend it in regard to other matters also.

As I said, a contract has already been awarded to the Garden Reach workshop so far as can replacing *Lord Willingdon* is concerned. A new grab hopper dredger is also in the process of being sanctioned.

SHRI B. SHANKARANAND : On a point of order.

MR. SPEAKER : I do not allow points of order during question hour.

SHRI B. SHANKARANAND : You have been insisting that questions should be short. Should not the answers also be short?

MR. SPEAKER : In fact a question was asked about Rs. 30 crores having been spent on Mangalore. That was not touched at all and it was all—*Lord Willingdon* and *Lady Willingdon*.

DR. V. K. R. V. RAO : I beg pardon. To the best of my recollection, I have not said that we have spent Rs. 30 crores on the development of Mangalore. I did not

want to raise an inter-regional controversy and did not want to refer to it.

To say that we are developing Mangalore at the cost of Cochin would be false.

**SHRI S. C. SAMANTA :** What will be the overall foreign exchange component required for the completion of this scheme and is any attempt being made to avoid incurring this foreign exchange, as has been done in the case of Haldia ?

**DR. V. K. R. V. RAO :** That is what we are trying to do. That is why we are placing orders with the Garden Reach Workshop, but of course they will require some foreign exchange component for constructing the dredgers.

**SHRI S. C. SAMANTA :** I asked about the overall foreign exchange component required.

**DR. V. K. R. V. RAO :** I cannot give a detailed answer, but I can certainly tell him that we are trying our best to see that the overall foreign exchange component is minimised to the maximum possible extent.

**SHRI SHIVAJI RAO S. DESHMUKH :** I think the House very well appreciates that the paucity of funds for the alleged development of Cochin port arises out of lack of earnings by the Port Trust itself. The port of Bombay has so far accumulated Rs. 40 crores out of its own earnings and it caters for almost 50 per cent of the import-export trade. There has been an insistent and consistent demand for the establishment of an auxiliary port at Nhava Sheva. What comes in the way of establishing such a port out of Bombay Port's own earnings ?

**MR. SPEAKER :** I disallow it ; Cochin to Bombay is a long way.

**SHRI VISWAMBHARAN :** The Minister just now said that the programmes submitted by the Port Trust amounted in cost to Rs. 33.53 crores and the working group has reduced it to Rs. 15.54 crores.

These proposals are said to be under the consideration of the Planning Com-

mission, and then the Government have to consider these proposals. So, may I know from the hon. Minister whether the consideration of the Planning Commission is to further reduce the amount, and whether Government will see that it is not further reduced ?

Secondly, till a few years ago, passenger steamers used to call at Cochin port, but now due to lack of transit shed facilities, passenger steamers are not stopping at Cochin. May I know from the hon. Minister whether adequate transit shed facilities will be made available at Cochin port so that passenger steamers may also call at that port ?

**DR. V. K. R. V. RAO :** Regarding the first question, I am afraid Government is not in a position to tell the Planning Commission what it should do when it considers proposals. Of course, Government always has the right to take its own decisions on the recommendations of the Planning Commission.

Regarding the second question, this has been discussed for a long time. We have asked the Port Trust as well as the Government to give us recent revised traffic estimates to show whether it will be economic or not. The information available so far does not appear to show that it is economic, and passenger vessels do not want to call there, but because of the interest of the public in the matter, we have asked for a fresh enquiry about the estimated traffic.

**SHRI THIRUMALA RAO :** We are told there are two dredgers, Lord and Lady Willingdon. I want to know by what criteria they have fixed the sex of these dredgers.

**DR. V. K. R. V. RAO :** I have to ask for notice of that question.

Ashoka Hotels Ltd., New Delhi

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\*581. **SHRI GADILINGANA GOWD :**

**SHRI S. K. TAPURIAH :**  
**SHRI MEETHA LAL MEENA :**