

(Rs. in crores)

Sl. No.	Name of the scheme	Outlay for 1991-92
17.	Construction of berth.	0.05
18.	Replacement of tug Kunti.	0.10
19.	Acquisition of antipollution equipment.	0.48
20.	Parking space for mobile equipments.	1.00
21.	Replacement of two Stacker-cum-Reclaimers of Coal Handling Plant.	0.30

### Orders to Foreign Ship Building Yards

4193. PROF. K. V. THOMAS : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Shipping Corporation of India and other private Indian Shipping Companies are allowed to place orders to foreign ship building yards;

(b) if so, the number of the ships for which orders have been placed;

(c) the total foreign exchange involved therein;

(d) the order book position of Indian ship building yards at present; and

(e) the reasons for giving orders to foreign ship building yards?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) During 1989-90 orders for construction of 7 merchant ships had been placed with the foreign shipyards. No orders were placed for construction of merchant ships during 1990-91.

(c) The total foreign exchange outgo involved on account of the orders placed in 1989-90 amounted to US \$ 82.074 Million and JY 10419 Million.

(d) The order book position of Cochin Shipyard Ltd., Hindustan Shipyard Ltd. and Hooghly Dock & Port Engineers Ltd., is as follows :—

Sl. No.	Yard	No. of vessels	Category of vessels
1.	Cochin Shipyard Ltd.	2	Two Crude Oil Tankers of 85,200 DWT. each.
2.	Hindustan Shipyard Ltd.	15	One-Bulk Carrier of 26,450 DWT. Two-Bulk Carriers of 42,750 DWT. each. Nine-Offshore Platforms. Three-Offshore Patrol vessels.
3.	Hooghly Dock & Port Engineers Ltd.	18	Four-Fishing Trawlers. Two-Tugs.

Sl. No.	Yard	No. of vessels	Category of vessels
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One-Landing Ferry.  
 Four-Passenger vessels.  
 One-Fire Float.  
 One-Grab Hopper Dredger.  
 Two-Mooring Boats.  
 Two-Light vessels.  
 One-Light House Tender vessel.

(e) Permission for placement of orders with foreign shipyards is given for the following reasons :—

- (1) Inadequate indigenous capacity of Indian yards;
- (2) Long delivery period of Indian yards;
- (3) High capital costs;
- (4) Lack of capability to build large ships above 75-85,000 DWT which are required for the Indian fleet;
- (5) Lack of adequate level of technical knowhow and expertise for building of specialised ships such as Ammonia Carriers, Ethylene Carriers, Hovercrafts, Cellular Container vessels etc.

#### Construction of Aircraft Carrier at Cochin Shipyard

4194. PROF. K. V. THOMAS : Will the Minister of DEFENCE be pleased to state :

(a) whether the capacity and lay out of the Cochin Shipyard has been studied for the construction of an aircraft carrier;

(b) if so, whether the Cochin Shipyard will be used for the construction and repair of warships including the aircraft carrier; and

(c) if not, the reasons therefor?

THE MINISTER OF DEFENCE  
 (SHRI SHARAD PAWAR): (a) Yes, Sir.

(b) and (c) No decision has as yet been taken to construct a new aircraft carrier. The facilities available at the Cochin Shipyard are, however, being utilised by the Navy for carrying out repairs/refits of warships, including INS Viraat.

#### Charge Chrome Units

4195. DR. KARTIKESWAR PATRA : Will the Minister of COMMERCE be pleased to state :

(a) whether the Charge Chrome units in the country despite their full capacity utilisation and being export-oriented are unable to compete in the international markets;

(b) if so, the reasons therefor; and

(c) the details of assistance given or proposed to be given by the Government to the Charge Chrome units to boost the export of Charge Chrome?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE  
 (SHRI P. CHIDAMBARAM): (a) and (b) Steep fall in international