

MR. SPEAKER: So, I will put this Motion—without prejudice to any other action that can be taken.

The question is:

"This House resolves that the person calling himself Bipalab Basu who at 11.05 hours today attempted to enter the Visitors Gallery of Lok Sabha with a dagger hidden on his person and who assaulted a Senior Watch and Ward Assistant of Lok Sabha Secretariat, who was on duty near the Visitors' Gallery gate by giving him a severe kick and whom the Watch and Ward Officer took into custody immediately. has committed a grave offence and is guilty of the contempt of this House.

This House further resolves that without prejudice to any other action to which he may be liable under the law, Bipalab Basu be sentenced to rigorous imprisonment till 6 P.M. on Monday, the 26th August, 1974 for the aforesaid contempt of the House and sent to Central Jail, Tihar, New Delhi."

The motion was adopted.

SHRI NARSINGH NARAIN PANDEY (Gorakhpur): Who issued the pass?

MR. SPEAKER: It is now over.

SHRI NARSINGH NARAIN PANDEY: This is a daily happening affair. After all some restriction should be put to the Members also regarding the passes.

MR. SPEAKER: It is all over.

17.31 hrs.

WELCOME TO MR. RATU JOSALA TAVAQUIA, THE TUI VUDA AND MEMBER OF THE SENATE OF FIJI

MR. SPEAKER: Before we take up half-an-hour discussion, may I take this opportunity, on your behalf, of welcoming to Lok Sabha a distinguished and highly respected friend of ours in Fiji.

He happens to be visiting our Lok Sabha to-day. We all welcome him and wish him a very happy stay in our country.

17.32 hrs.

HALF-AN-HOUR DISCUSSION SETTING UP OF SHIPYARD AT HALDIA PORT

PROF. SAMAR GUHA (Contai): Mr. Speaker, Sir, I wish to draw the attention of the hon. Minister in regard to the necessity of having a shipyard at Haldia port.

As the report goes, the Government have almost decided that in the Fifth Five Year Plan they are going to set up two additional ship building yards and have already been allotted for that of Rs. 50 crores. Out of three existing shipbuilding yards—one at Bombay, one at Cochin and one at Vizag and the additional one at Cochin—we find that three are in the

[Prof. Samar Guha]

vest coast and one in the South. Naturally, the question of having one or two more ship-building yards as proposed in the Fifth Plan may be considered somewhere near the eastern region or eastern coast, I do not make a proposition from any regional consideration but from distributive point of view to help the industrial complex of the Eastern region. So, at least one should be in the east coast. That would be in keeping with the policy of the Government to have a ship-building yard in the eastern region on the east coast for the benefit of the eastern region as well.

Sir, in 1973, the Government have set up one techno-economic committee under Brig Narula to go into it and study in depth where the locations of the two additional shipbuilding yards should be. It appears a number of claims were put forward before this Committee by different States. This Committee have gone carefully into these claims. It appears that the whole report has not been placed Haldia, Paradeep, Hazra in Gujarat, Culavangi and Gangra were selected as durable projections.

As I have already said, out of these two additional ship-building yards, at least one additional shipbuilding yard should be in the eastern region. As regards Culavangi, the question does not arise.

17.34 hrs.

[DR HENRY AUSIIN—in the Chair]

Naturally the choice is between Paradeep and Haldia. Whether it would be established at Paradeep or at Haldia, I do not want to have it examined from any regional point of view. If the shipbuilding yard is at Paradeep, I shall consider it as a national shipbuilding yard for the

whole country. If it is at Haldia, certainly, my friends from Orissa will consider this as much as a part for Orissa also. Thousands of Oriya workers are working at Kharagpur will be benefited. I am not going into the merits at all from any regional perspective. But, as it appears to me from the report in the press, that three models for shipbuilding have been proposed by the Expert Committee—Model No. I for 36,000 to 60,000 DWT, Model No. II for 1,20,000 to 1,80,000 DWT and Model No. III for 2,25,000 to 3,60,000 DWT. Sir, for model number one four and five probable sites for setting up the new ship-building yard were considered and all those sites were found suitable for this model. For model number two Cula-vangi, Paradip and Hazra were found suitable and for the third model only Haldia and Hazra were found suitable. Hazra is on the West coast whereas we want to set-up the new ship-building yard on the East coast. So, on merit also the Haldia site is the most suitable. Also, according to the suggestions made by the techno-expert committee Haldia is the site where a ship building yard for the three models suits. As regards Paradip model number two fits in.

In 1971 another committee was set-up by the Government to go into the issue as to whether a shipbuilding yard can be set-up at Haldia and that Committee report was in favour of having a ship building yard at Haldia. In 1972 a Working Group was set-up. The Working Group also considered the various issues involved and favourably placed the report in favour of Haldia. In November last year the hon'ble predecessor of our present hon'ble Minister almost disclosed his mind quite favourably in this House in regard to the suitability of having a ship building yard at Haldia and it also appeared from the Press reports that the Defence Ministry also favoured from defence considerations to have a ship building yard at Haldia.

There are other considerations that have to be taken into account from the point of view of infra-structure required for setting up such a ship building yard. It is known to everybody that Haldia has developed a new port and its capability of handling ships of different DWT is not only greater than Paradip or any other sites suggested but also a helpful new industrial complex is going to be built up at Haldia. There is another advantage. Haldia has the transport not only of rail and road but also inland river transport. This facility is available only in the case of Haldia. Also Calcutta which is a major terminal port has an easy connection with Haldia.

For ship repairs, for getting spares, for getting other facilities etc. you can easily have such a major terminal port to assist the shipbuilding yard at Haldia. The steel and the fuel plants complex is also very near Haldia and the transport is also very easy. Further, engineering facilities, spare parts, repair facilities are also very easily available for Haldia because of the Greater Calcutta complex of the industrial belt. In regard to pilotage, towage, cargo handling dredging facilities also, Haldia provides almost an ideal site for having a shipbuilding yard.

I have already said that if you want to have a shipbuilding yard, you must have a very good hinterland with all the facilities that I have already referred. This hinterland which can provide the necessary infrastructural aids and assistance is already there, because the industrial development of Greater Calcutta is known to one and all.

Further, the West Bengal Government have already offered a big piece of land for having a shipbuilding yard. I have been told Government have sent the Narula Committee report for prepare in the project report with foreign consultancy. I shall be happy

if the hon. Minister will tell us what foreign consultancy is there and what type of projects they are going to prepare and submit.

My only concern is that the decision should not be delayed. The more you delay the decision, the higher the cost of construction of the shipbuilding would become. If we can start as early as possible, the cost can be kept at a lower level. For this reason I would like to know when the foreign consultancy report and project report would be ready, when Government are going decide where the site would be and so on. There is no regional or any other question involved here, but it is purely a question of merit. I hope the hon. Minister will agree that Haldia is a suitable site for having a shipbuilding yard and the work will be taken up early without further delay lest the cost should go up.

सरदार स्वर्ण सिंह सोनी (जमशेदपुर):

मैं हल्दिया शिपयार्ड को बनाने के हक में हूँ। यह हल्दिया का तो बहुत पुराना पोर्ट है, चार पांच सौ साल पुराना है और इस जगह से बिहार से जो माल एक्सपोर्ट होता है, बिहार के साथ मिदनापुर डिस्ट्रिक्ट लगा हुआ है और बिहार का जो माल है वह इस पोर्ट से जाता है। अगर शिपयार्ड यहाँ बना और शिप यहाँ बनेंगे तो बिहार से एक्सपोर्ट होने वाले माल के लिए सुविधा होगी। जो बर्चा होती है इस बारे में तीन तीन साल से कोई पता ही नहीं लगता है और फिर जवाब बिल्कुल ना में मिलता है, दो लाइन का जवाब मिलता है। अगर जवाब ठीक तरीके से मिले तो हाफ एन अवर डिस्कशन की जरूरत नहीं है। मैं यह कहूँगा कि हल्दिया पोर्ट में शिपयार्ड बनाना चाहिये और उस की जल्दी से बनाना चाहिये। अगर बनने की बात

[सरदार स्वर्ण सिंह मोदी]

है तो जल्दी बनना चाहिये नहीं तो जितने दिन लगेगे उतना ही दाम हर चाज का बढ़ता जायगा क्योंकि महंगाई है और स्टील वगैरह जितनी चीजे है बहुत मारी चीजों का खर्चा बढ़ जायगा ।

दूसरी बात यह है कि लगभग 20-30 परसेंट माल तो हम लोग अपने शिप से भेजते हैं, जहां तक अन्दाजा है और 75 परसेंट बाहर के शिपमें भेजे जाते हैं । कलकत्ता का जो पोर्ट है वहां बहुत ही कंजस्टेड है । मेरा ख्याल है कि हिन्दुस्तानी शिप बनाए जाए और उन्हीं से हमारा माल एक्सपोर्ट हो ता उस में बहुत फायदा हो सकता है ।

मैं एक बात और कहना चाहता हू कि यह जो शिपयार्ड है इस की रिपोर्ट अगर तैयार हो चुकी है तो हमारे सामने आनी चाहिए अगर कमिडिशन में है तो कितने साल, उस में लॉगे कसीडरेशन में ? ड्यू कार्य क मान ता बहुत लम्बा हो जाता है । चाहे जितना लम्बा आप उसे कर दीजिए चाहे जितने साल लगा दीजिए। मेरा मतलब है कि जो काम यदि करना है, कोई शिपयार्ड बनाना है तो जल्दी बनना चाहिए । इस में एक चीज मुझे क्नीअर नहीं मालूम हुई कि शिप यार्ड एंट हल्दिया, शिप बिल्डिंग यार्ड की बात नहीं कही गई थी, समर गुहा जी ने उसे कहा है, लेकिन मैं फिर यही कहूंगा कि अगर बनना है तो जल्दी में जल्दी बनना चाहिए और नहीं बनना है तो फंसला जल्दी से जल्दी बतना देना चाहिए कि नहीं बनेगा, इसके में ये कारण हैं ।

SHRI B V NAIK (Kanara): I had the opportunity to associate myself with the Committee of Brig. Narula in the same that we have been consulted I would like to thank the Committee and the Study-Group. No reflection is meant on the Committee and its work.

I would like to know whether what Prof Samar Guha has stated in favour of Haldia, the infra-structure, rail link, hinterland big repair facilities and so on are not exactly the disadvantages in the light of the report of a Committee appointed four years ago—if I am not mistaken, it is the Dutt Committee—which said that these big industrial complexes like Bombay, Calcutta and other big metropolitan centres should be barred from entry into these areas. This Committee definitely said in its recommendations—I am subject to correction—that there should be dispersal of industry away from the heavily concentrated industrial complexes of this country and these industries should be taken to the backward areas of the country. I would like to know whether it holds good for public sector enterprises like shipyards.

नौबत और परिवहन मंत्री (श्री कमलापति त्रिपाठी) कमेटी में रहे है आप ?

श्री बी० बी० नायक कोत सी कमेटी ?

यह तो अलग कमेटी थी चार वर्ष पहले जो कमेटी अप्वाइंट की थी ।

It was a committee appointed by the Ministry of Industrial Development

SHRI KAMLAPATI TRIPATHI. It has nothing to do with the Narula Committee.

SHRI B V NAIK: I would like to urge on the hon. Minister that whether it is a shipbuilding industry or an industry for consumer or other goods, all are industries and the recommendations are encompassing. They say, do not put all your eggs in one basket.

SHRI SAMAR GUHA: It is 100 miles from Calcutta.

SHRI B. V. NAIK: If the hon. member kindly refers to the record of his speech, he has said that all these facilities exist because they exist in the Calcutta industrial complex.

SHRI DHARNIDHAR DAS (Mangaldai): Has he mentioned backward areas particularly?

SHRI B. V. NAIK: Yes. At the time when the hon. Chairman's State of Kerala was selected for a shipyard—at Cochin—in 1958, the same exercise of selecting shipyards was carried through for a period of two years. Ultimately Cochin was selected and the Cochin Shipyard went on developing for a period of a full decade from 1962 to 1972. And very recently I think it is picking up. That does not speak well for the way in which our shipyards come up. Since almost it is alleged that Paradip in Orissa and Kandla in Gujarat area sort of a foregone conclusion, whether this exercise of a debate of the matter being under consideration of the Ministry of Shipping and Transport is a mere ritual that is being carried on or *fait accompli* is taking place, so that the exercise of mine for the port of Karwar, which is one of the world's best ports....

Mr. Chairman: What is your question?

SHRI B. V. NAIK: May I know whether there is any elbow room for fresh consideration and whether the consultants who have been reported to have been hired from abroad have the right to go into the merits of the recommendations already made and go behind the recommendations of the Brig. Narula Committee and come to fresh conclusions or they can only start from where this committee left. Also, in a big enterprise like this, have you thought of foreign capital and whether you are going to enlist the support of foreign multiple corporations?

श्री हुकम चन्द कक्कावत : (मुरैना) :

समापति जी, श्री समर गुह जी ने जो चर्चा उठाई है, मैं उस का समर्थन करता हूँ। महोदय इस बात से इन्कार नहीं करेंगे कि दुनिया के देशों के जिस प्रकार से पानी के जहाज बौड़ रहे हैं, उन की तुलना में हमारे यहाँ काफी कमी है और उन के मुकाबले में आने में अभी हमें काफी समय लगेगा। इस के लिये हमें अपने जहाजरानी उद्योग का निर्माण और विकास करना बहुत जरूरी है।

जिम समिति का उल्लेख अभी नायक साहब ने किया है—मैं जानना चाहता हूँ—क्या उस समिति ने कुछ ऐसे भी सुझाव दिये हैं जिन पर अमल किया जाय तो हम इस क्षेत्र में काफी विकास कर सकते हैं। आज भी हमें दूसरे देशों से जहाज माल लेने पड़ते हैं। वह दिन कब आयेगा ? जब हम अपनी आवश्यकता को पूरा करते हुए अन्य देशों को भी अपने जहाज दे सकेंगे।

क्या मंत्री महोदय बतलायेंगे कि जहाजों के बारे में हमारी आवश्यकता कितनी है, उस को पूरा करने के लिये कितना खर्च करना पड़ेगा, जितने जहाज हमें चाहियें तथा अन्य देशों से जो सुविधायें हम ने ले रखी हैं उन को बन्द कर के अपनी सुविधायें कब तक दे सकेंगे।

***SHRI KRISHNA CHANDRA HALDER** (Ausgram): Mr. Chairman, Sir, at the very outset I will like to tell the hon. Minister that the two projects viz. the construction of the Haldia Port and the construction of Haldia Shipyard are somewhat inter-

*The original speech was delivered in Bengali.

linked. Since it has been finally decided that the Haldia Port will be constructed as a subsidiary of the Calcutta Port., I would like to know what steps are proposed to be taken for desilting and dredging the shallow strip between the Sagar Island and the Calcutta Port so that big ships are enabled to approach this port without difficulty. I would further like to know whether the decision that was taken at the time of sanctioning the Haldia Port Project regarding the maximum tonnage of the ships that will be able to anchor at this port has since been revised. What will be the maximum tonnage of the ships that will be able to come up to this port according to the latest calculations and estimates of the Government? Sir, it has been estimated that in 1978-79 the volume of ships to be handled at the Haldia Port will be almost three times the present traffic I would like to know whether Government kept this aspect in view in the planning and construction of the Haldia Port.

Sir, the first phase of the work of construction of the Haldia Port was originally scheduled to be completed by June 1974. But I am sorry to learn that this time scheduled has been extended by one year after the first visit of the hon. Minister Shri Kamla-pathi Tripathi to the site. I will like to know why the time has been extended, I fail to see any justification for this. I will further like to know from the hon. Minister why a final decision has not yet been taken for the construction of the Shipyard at the Haldia Port although this was strongly recommended by the Nural Committee long back. When will the Government take a final decision in this regard and work will commence on the project?

It has been very rightly pointed out by the hon. Member Shri Samar Guha that the more delay is there in taking the final decision, the cost of building

this shipyard will go higher and higher. The cost will go up immensely. We are already seeing that as the completion of the Haldia Port is taking more time, the cost of its construction is going up very fast.

Sir, I am speaking from a national perspective and on behalf of my brethren, whether he lives on the Eastern Coast or the Western Coast or the Southern Coast, that there is a great need for more and more ports on our vast and extensive coastland. The demand for more ports are growing. Let more ports and Shipyards be constructed in all the regions.

Sir, I want to know when the work on the Haldia Shipyard will finally start and when will it end? How much time will it take to be completed and what will be its final capacity?

18.00 hrs.

नौबहन और परिवहन मंत्री (श्री कमला पति त्रिपाठी) - समय तो खत्म हो गया है लेकिन प्रो० समर गुहा ने जो सवाल उठाया है उस के सम्बन्ध में मैं थोड़ा सा कह देना जरूरी समझता हूँ। जो पाइंट्स उन्होंने बताये हैं मैं समझता हूँ कि वे सब मुनासिब पाइंट्स हैं। नरला कमिटी कोई कमिटी नहीं थी, एक टैक्नो इकोनॉमिक ग्रुप था। उस के पहले भी एक वकिंग ग्रुप बना था, जो हल्लिया गया था बैस्ट बंगाल सरकार के कहने पर। उस के बाद टैक्नो इकोनॉमिक ग्रुप बना। उसको बनाने का कारण यह था कि जितनी मैरीटाइम स्टेट्स हैं करीब करीब सब ने मांग की थी कि हमारे यहां शिपयार्ड बने, केरल ने, गोआ ने, गुजरात ने, आंध्र ने, महाराष्ट्र ने, कर्नाटक ने, तमिलनाडु ने, उड़ीसा आदि सब ने यह मांग की थी। सब यह सोचा गया कि एक टैक्नो इकोनॉमिक ग्रुप बन जाए और इन सब स्टेट्स को जा कर बिजिट करे। वह बना और उस ने सब स्टेट्स को बिजिट किया। वह एक डिपार्टमेंटल सा वकिंग ग्रुप था जिस ने रिपोर्ट दी। उस ने तीन माइल लंबे,

नम्बर 1, 2 और 3। जैसे प्रोफेसर साहब ने अभी कहा इतने इतने डी डब्ल्यू टी के माडल उसने रखे कि कहां कहां ये बनाए जा सकते हैं। इस के विषय में उन्होंने अपनी राय दी। चार जगहें बताईं, एक हल्दिया, एक भरतदीप, एक गोआ में कुर्लाबगनी और हजीरा गुजरात में। ये चार नाम उन्होंने दिए तब यह समझा गया कि कंसलटेंट्स बुला लिये जाएं क्योंकि इतना एक्सपेंडाइज अपने यहां अभी नहीं है कि हम बड़े डी डब्ल्यू टी के शिप अपने यहां बना सकें। क्या जरूरतें होगी। उसका क्या टैक्नीक होगा, उसके लिए कंसलटेंट्स बुलाए गए। एक यू कें कें एपोलोडोर, एक नॉर्वे एस आर एक यूगांस्लाविया के उलजनीक। ये तीन आए और इन से बातचीत हुई। बातचीत के बाद एप्रोमैटस करीब करीब हो गए हैं और साइन करने के लिए काजगजात गए हैं। ये चारों साइट्स को विजिट करेंगे। एपोलोडोर के जिम्मे यह काम हुआ कि वह माडल नं० 1 और 2 पर रिपोर्ट दें। एस० आर० एस० और उजानिक एक एक रिपोर्ट नं० 2 पर दें। तीसरे को अभी ड्राप किया है :

18.00 hrs.

So far as the model No. 3 is concerned, it is a very big project—1,20,000 DWT and 3,50,000 DWT. Perhaps it is not possible to take it up in this Plan.

इसलिए चारों रिपोर्ट्स आने वाली हैं और उन को आने में करीब पांच छ महीने लग जायेंगे।

No delay is being made. We ourselves are very particular to go ahead as soon as possible. It is a very big investment; it will be more than Rs. 60 to 200 crores invested in two shipyards. It will be a very big investment. So, there should be proper and detailed

project reports, site, etc., all these should be considered very seriously before we take up the project. We are going to have our reports within five or six months and then Government will take a decision.

So far as Haldia is concerned, Mr. Samar Guha has already said so many things in favour of Haldia. I myself have visited Haldia this time. When I went to Calcutta, I went up to Haldia. The port is going to be completed and then it will be able to receive bigger ships of the size of 1,80,000 DWT. I told those people that it should be completed by the middle of 1975. They say that perhaps by the end of March or April that Port will be completed. In the meantime, the reports will be available from the consultants and then Government will take a decision and go ahead with the job. As I had said in Calcutta and it was all published in the Press that Haldia has a very good case. But we cannot make any commitments to-day because the reports are to come five or six months hence and after that, a final decision is to be taken. But, as far as the points in favour of Haldia are concerned, we have already stated and I know these points are there. So, there will be no unwarranted delay and we are ourselves particular about it and we shall try to go ahead as early as possible. I think perhaps the hon Member will allow the Government to take a final decision after the Consultants' Reports are available.

SHRI SHANKARRAO SAVANT (Kolaba): Did the foreign consultants visit only this port or other ports also?

MR. CHAIRMAN: No, please. The House now stands adjourned till 11 A. M. on Monday, the 29th July, 1974

18.06 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, July 29, 1974/Sravana 7, 1896 (Saka).