

पड़गी और पूरी सूचना ले कर सदन के सामने रखेंगे जिसमें समय लगना आवश्यक है। यदि हम कोशिश भी करें तो भी 10, 15 दिन में, जो हमें प्रश्न के बाद सूचना एकत्रित करने का समय मिलता है, सूचना एकत्र नहीं कर सकते। इसलिए पूरी सामग्री एकत्रित कर के सदन के सामने रखने में कुछ समय लगेगा। इसलिये कहा है कि पूरी सूचना एकत्रित कर के सदन के सामने रख देंगे।

श्री यशपाल सिंह : अभी यह साफ़ नहीं हुआ है भत्तों के मुताल्लिक। उन्होंने स्टेटमेंट दे दिया। लेकिन यह नहीं बताया कि किस मिनिस्टर ने कितना भत्ता बनाया और कितना ऐसा था जो बचाया जा सकता था, तथा कितना ऐसा था जो फिजूल खर्च किया गया है।

अध्यक्ष महोदय : अभी कुछ सूचना दी ही नहीं है।

**Price of ships built at
Visakhapatnam**

*694. SHRI LOBO PRABHU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the average percentage above world prices for ships constructed at Visakhapatnam; and

(b) whether this is not affecting the progress of our shipping by increasing cost of transport?

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS, AND IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI IQBAL SINGH):

(a) At present the price charged for the type and size of ships built in the Hindustan Shipyard Limited, Visakhapatnam, does not exceed the international price for such ships.

(b) Does not arise.

SHRI LOBO PRABHU: I was not able to make out what the Minister replied. But I have seen the report and

I find that the price of our ships is at least 15 per cent more than that of the ships which would be available to us from abroad, and they have asked for subsidy to be paid. But actually, I think that 15 per cent subsidy which they had asked for is far less than the difference. So, my question is why Government are not taking steps to increase the production of ships in this shipyard so that the cost is reduced.

SHRI IQBAL SINGH: The prices of the ships are generally charged on the basis of the international price. This is the convention not only in this country but in some other shipbuilding countries also where they charge the international price; if there is any element of subsidy, we give a direct subsidy to the HSL according to the size and type of ships; and after evaluating its international price. We have drawn up a programme for the expansion of the HSL, and whereas they used to construct three ships a year before the production will now go up to 6 ships per year.

SHRI LOBO PRABHU: It is absolutely clear that the construction of our ships is uneconomic, and Government had to pay a subsidy of Rs. 3 crores last year, at the rate of Rs. 1 crore per ship on three ships which were launched. I would like to know whether Government would consider a change in the management or ownership of the shipyard. They have already got collaboration with Mitsubishis for the Cochin shipyard. Would they not think of associating some other country which knows something about shipping, instead of entrusting our shipping to absolute amateurs?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU-RAMIAH): I would like to say straightway that it is not true to say that the management of HSL consists of amateurs. There are very competent people at the helm of affairs. So far

as subsidy is concerned, the hon. Member is no doubt aware of the Pai report. It is not that subsidy is given in our country only; it is given in almost all shipbuilding countries in order to make it internationally competitive. Certain recommendations have been made by the Pai Committee to make the construction of our ships cheaper and we are looking into those recommendations and we shall do what we can.

SHRI CHINTAMANI PANIGRAHI: Will the hon. Minister let us know the cost of the ships constructed to the HSL and that of the imported ones? May I also know whether Government will admit the fact that because of the huge investment and also lack of orders, we are not going ahead with construction of more ships and that is why our costs of ships are much higher than those of the imported ones?

SHRI IQBAL SINGH: As I have explained in the beginning, the cost is higher not only in our country but in every country because the main element in the cost is the cost of steel. The cost of steel in our country is Rs. 300 per tonne higher than the international price. So, the cost is bound to be high. But we charge the international price and after evaluating it. We cannot claim any comparison, because the comparison will be different for different ships depending on the size of the ship, the type of engine used and other facilities provided etc. But after evaluating the international price, we give the subsidy.

SHRI CHINTAMANI PANIGRAHI: Perhaps, the second part of my question has not been understood properly. Do Government admit that it is because of the heavy capital structure and the heavy investment in the HSL and the less number of ships constructed there, the cost is higher?

SHRI IQBAL SINGH: We propose to undertake an expansion programme, and when the number of ships cons-

tructed goes up to six from three, the element of subsidy will go down.

SHRI INDRAJIT GUPTA: Is it a fact or not that although the HSL has got a very well equipped and developed designing and drawing section which is manned by very competent and experienced designers, most of the ships for which orders are placed on the HSL are such that the people who place the orders insist on getting the blueprints of the designs of the ships purchased from abroad and they refuse to take ships which are designed by the designers of the shipyard here, with the result that these blueprints have to be paid for heavily, at the rate of about Rs. 30 to 50 lakhs per blueprint, which puts up the price of the ships? Could not the prices be brought down by at least compelling them to use our indigenous capacity for designing ships instead of getting blueprints from abroad at such fabulous cost?

SHRI LOBO PRABHU: The ship will not sail them.

SHRI IQBAL SINGH: Regarding blueprint, I have no information.

SHRI INDRAJIT GUPTA: He can find out. How many ships have been built by getting the designs from abroad when they could have been designed in the Hindustan Shipyard?

SHRI IQBAL SINGH: As far as blueprint is concerned, I have no information. But in India in regard to the construction of ships at Hindustan Shipyard. We have adopted the pattern of repetitive type; that is, ships of the same type are being constructed so that the cost may come down, and by adopting this the cost is coming down.

SHRI INDRAJIT GUPTA: That means that nobody can place an order on the Shipyard unless he is willing to conform to the standard specifications. That is why they cannot build more than three ships a year.

MR. SPEAKER: I have looked to my right and found no member rising. So, I call Shri Dwivedy.

SHRI SURENDRANATH DWIVEDY: Apart from the cost of ships and shipyard, can Government give an idea as to what positive steps they are taking to improve handling facilities in our major ports, and whether they are going to construct any general cargo berth at Paradeep this year?

SHRI IQBAL SINGH: From shipyard, we are going to general cargo berth. It has nothing to do with the question, but I may say for his information that we have sanctioned a general cargo berth at Paradeep.

MR. SPEAKER: Again no one rising on this side. Shri Kothari.

SHRI S. S. KOTHARI: One of the ships manufactured in India broke into two parts off the Rumanian coast. May I know whether our technology is defective? Besides, in the world at large, ship building technology is advancing rapidly. In view of this, would Government tell us what steps have been taken to adopt the most modern technology prevalent in the world today?

SHRI IQBAL SINGH: We are trying to adopt the most modern technology. But the element of cost has nothing to do with technology. America has a highly developed technology. They are giving an element of subsidy of about 50 per cent. So it is quite different. We are examining the whole question and are trying to modernise the shipyard.

Threat of Dharna in Front of P.M.'s Residence by Naga Volunteers on Assam-Nagaland Boundary Dispute

*695. SHRI S. M. BANERJEE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Naga Volunteers will stage a Dharna

in front of the Prime Minister's residence in New Delhi if the boundary dispute between Assam and Nagaland is not settled in the near future; and

(b) whether any Resolution to this effect was passed by the ruling Nagaland Nationalist Organisation at the end of its two days' session in May, 1969 in Kohima?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA): (a) and (b). No, Sir. The Resolution adopted by the Nagaland Nationalist Organisation at its meeting held in May 1969 in Kohima does not make a mention about staging a dharna by Naga Volunteers in front of the Prime Minister's residence in New Delhi.

SHRI S. M. BANERJEE: I am happy that they did not take this decision. But was a resolution adopted by them appealing to the Prime Minister to solve this problem at the earliest opportunity? If so, what is the reaction of the Prime Minister or Government thereto?

SHRI VIDYA CHARAN SHUKLA: Yes, a resolution of that nature was adopted by them. This matter has been engaging the Government of India's attention for some time. About three years ago, we had requested the Nagaland Government to send us a specific memorandum giving details of the territory they claim from the State of Assam. So far we have not received it. Therefore, we have not been able to consider this question in the way they want. Now the Nagaland Government wants us to consider this question by appointing a boundary commission. The Government are not in a position to do so unless they know what exactly are the claims and counter-claims.

SHRI R. BARUA: From the reply of the hon. Minister it appears that