

for an Asian. We are indeed very proud as a nation that the great dream of Lord Stansgate (late Mr. Wedgewood Benn) that some day this Council should acquire universality has come true and such a change has happened.

I avail myself of this opportunity also to convey our thanks to our friends who nominated me and many other friends who have helped us in this election. You know, the nominations go well in advance. I learnt at a later stage that the first sponsors were New Zealand, Bulgaria, Yugoslavia, Hungary, Ethiopia and our distinguished neighbours Nepal and Bangla Desh. If you will allow me, on behalf of you all and our Group of the Inter-Parliamentary Union, I will convey our deep gratitude to them.

SHRI PILOO MODY: If your election had been in India, it would have been unanimous.

Mr. SPEAKER : Well, next time we shall hold it in India if that is so.

I assure you on behalf of our Group that I will do my best to keep up the great name of this organisation and also work with honesty and integrity for the aims and objects which it stands for. Its aims are very high—to discuss amongst parliamentarians of all parties from various countries solutions to many problems which perhaps sometimes defy solution in the United Nations, which can be solved when the Parliamentarians of the world come together. This organisation stands for peace, adjustment and closer understanding amongst themselves. I do hope that with your co-operation and the co-operation of our distinguished Prime Minister we will be able to set up high standards.

I am extremely grateful to you also on behalf of our Secretary-General. He had the great honour of being elected to the International Committee for Parliamentary Docu-

mentation (CIDP) last year. Only five members are elected and he was one of them. He achieved it by unanimous election but I had to go through the mill which is our lot sometimes.

ORAL ANSWERS TO QUESTIONS

Self-Reliance in ship-building

*1. SHRI C. JANARDHANAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have taken a decision to attain self-reliance in ship-building;

(b) if so, the broad outlines of the schemes; and

(c) when those are likely to be executed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI M. B. RANA):

(a) to (c). The objective is to attain a large measure of self-reliance in ship-building by the end of the Sixth Plan. The tentative programme of ship-building in the Fifth Plan envisages expansion of the Shipyard at Visakhapatnam and also of the Shipyard which is at present under construction at Cochin. In addition it is proposed to take up construction of two new shipyards.

SHRI C. JANARDHANAN: The answer given by the hon. Minister is very vague and general. I would like to know from him, what is our requirement in this country; what is going to be our target for the coming Five-Year Plan; what is the amount going to be invested in the Plan and what are the steps that they are going to take to get technological and know-how for ship-building from different countries of the world.

THE MINISTER OF COMMUNICATIONS AND TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): With your permission, Sir...

SOME HON. MEMBERS rose —
(Interruptions).

MR. SPEAKER: I very much hope, when he has taken an oath, when he has been introduced to the House today, we will give him a little time to acquaint himself....

SHRI SEZHIYAN: You are setting a very bad precedent. If he cannot give an answer, the Minister of State can give an answer.

SHRI SHYAMNANDAN MISHRA: Can you extend the same privilege to an hon. Member? (Interruptions)

SHRI PILOO MODY: Has the Minister taken an oath here—I do not mean before the President—in the House?

MR. SPEAKER: The Minister would not have been introduced to the House unless he has taken an oath. (Interruptions)

SHRI M. B. RANA: Our tonnage at the end of the Fifth Plan has been assessed at 9.7 m. G.R.T. by the Indian Institute of Foreign Trade and 10.6 m. GRT by us. Our annual increase would thus come to 1.14 m. GRT or 1.21 m. GRT. As regards the two shipyards which are to be built, the Techno-Economic Committee appointed by the Ministry is going into the location of two new shipyards. The report will be out very soon. As soon as the report is out, it will be decided where the shipyards will be located. In the meantime, these two shipyards which are to be built by the end of the Sixth Plan will have to be of a particular strength and, according to the world demand, we are aiming at making ships of about 50,000 GRT each which may go up to even one lakh tonnes.

SHRI C. JANARDHANAN: Lack of perspective and indecision of the Government are reflected in the Cochin Ship-Building Yard. It has already taken 20 years and even now only civil works have been done there. Last year, the hon. Minister told the House that the first ship would come out of the Cochin Ship-Building Yard in 1974. Now Adm.

Krishnan of the Cochin Ship-Building Yard has made a statement that the keel of the first ship will be laid only in 1974. I would like to know from the hon. Minister the progress achieved so far in the Cochin Ship-Building Yard and when will the first ship come out of the Cochin Ship-Building Yard. Can he give me a concrete answer to this? Will he honour the commitment that he made to this house?

SHRI M. B. RANA: The keel has to be laid in 1974. The ship will be completed....

SHRI G. VISWANATHAN: Let us postpone this Question.

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, मेरी मांग है कि आप इस सवाल को स्थगित कर दीजिए । इस की सूचना 21 दिन पहले दी गई थी । यह प्रश्न पहला है, माननीय मंत्री महोदय तैयार हो कर आ सकते थे । अगर वह तैयार हो कर नहीं आये तो उन के राज्य मंत्री को जवाब देना चाहिए । मगर राजबहादुर जी उन को पर्चा दे रहे हैं उस को भी वह नहीं पढ़ सकते ।

नौवहन और परिवहन मंत्री (श्री कल्याणप्रति त्रिपाठी) : अध्यक्ष जी, यद्यपि मैंने इस विभाग का कार्यभार अभी संभाला है और कुछ इस प्रश्न को भी देखा है, उसका उत्तर भी देना । परन्तु यदि माननीय सदस्यों को आपत्ति हो तो वह अनुपूरक प्रश्न करें, मैं यथा सम्भव उस का उत्तर दूंगा ।

MR. SPEAKER: The Minister is new to this House. Normally, whether it is a Minister or a Member, it takes some time to acclimatize oneself.

इस को मैं रोषगीत करे देता हूं, आप की कनवीनियंस की खातिर । यह प्रश्न अगली दफा आ जायेगा ।

SHRI KAMLAPATI TRIPATHI: Why should it be postponed? If the question is repeated, I will be able to answer.

MR. SPEAKER: I am not postponing this Question because the Minister says that he will be able to answer if the question is repeated. Mr. Janardhanan may please repeat his question.

श्री कृष्ण चन्द्र कछराव : अध्यक्ष
जा, त्रिपठी जी को यहाँ की परिसरा जानने
में कुछ समय लगेगा।

अध्यक्ष महोदय : उन्हें जवाब देना
है उसका। आप इतनी जल्दी में क्यों
हैं।

SHRI C. JANARDHANAN: With regard to the Cochin Shipyard, the construction was taken up in 1950 and it is more than 20 years now. A lot of discussion had taken place in this House about that. But, now the position is that nothing has been done and only certain civil works had been done. It is reported in the papers that some technical agreements had been signed recently. The Minister has said that the first ship from the shipyard will be out in 1974, but the person in charge of the shipyard, Adm. Krishnan says that the keel of the first ship will be laid in 1974. I would like to know the progress of the work done so far and the reasons for the delay in the work and as to when we can expect the first ship from the shipyard.

SHRI KAMLAPATI TRIPATHI: In Cochin the keel for the first ship will be laid in September 1974 and it will take 30 months to build the ship.

SHRI C. JANARDHANAN: The other part of my question with regard to the reasons for the delay has not been answered.

SHRI VAYALAR RAVI: The completion of the Cochin Shipyard and construction of ships depend upon better labour relations....

MR. SPEAKER: The question does not relate to Cochin. It is a general question.

SHRI VAYALAR RAVI: Ship construction means better labour relations and better management and all this, unfortunately, has been lacking in the Cochin Shipyard. Considering this fact, will the Government consider improving the situation?

MR. SPEAKER: This is a general question.

SHRI KAMLAPATI TRIPATHI: My information is that the work is going on very well. There is nothing lacking in it and the first ship will be ready in 30 months after 1974.

SHRI JAGANNATHRAO JOSHI: 30 months after 1974 means what?

SHRI G. VISWANATHAN: The country is paying through its nose to the foreign companies because of the shortage of ships in our country. The Minister says that we will become self-reliant only in 1990. I want to know from the hon. Minister as to what arrangements the Government are making to get more ships for the Indian companies and the Shipping Corporation and whether the Indian companies will get some concessions from the MRTP Act and as to how you are going to find the necessary foreign exchange to purchase more ships.

SHRI KAMLAPATI TRIPATHI: The construction of the new shipyard will take five to six years and that is why we think that by the end of the Sixth Plan we shall be able to achieve self-reliance about shipping.

SHRI G. VISWANATHAN: You have not answered my question. Till 1990, how are we going to get ships? What about foreign exchange and other difficulties? There are restrictions under the MRTP Act.

प्रध्यक्ष महोदय : आप को उन्होंने बतलाया है कि किस तरह से उन का बन्दोबस्त हो रहा है ।

SHRI G. VISWANATHAN: He did not reply.

प्रध्यक्ष महोदय : मंत्री महोदय उन को फिर बतला दें ।

SHRI KAMLAPATI TRIPATHI: What is his question?

MR. SPEAKER: His question was: Till 1990 how will the construction of the ships be completed? What are the arrangements which are made about foreign exchange and other resources? This is what he asked.

SHRI KAMLAPATI TRIPATHI: There is going to be collaboration of a British Company. So far as Cochin Shipyard is concerned, the agreement has already been signed. Orders are placed and we import ships from different countries; that is how we make up for the shortfall. (Interruption)

MR. SPEAKER: The ship is out of the storm now. Now, Calling Attention. Shri Lakkappa.

WRITTEN ANSWERS TO QUESTIONS

Prices of Rationed articles of Food

*2. **SHRI SHASHI BHUSHAN:**

SHRI HUKAM CHAND KACHWAI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the prices of rationed articles of food have been increased in various parts of the country during the last one year;

(b) the extent of the rise and the justification thereof; and

(c) the steps proposed to be taken to lower the prices?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE):

(a) to (c). The increase in procurement prices recently announced and the rise in the cost of imposed foodgrains have necessitated an upward revision in the issue prices this year so as to reduce the burden of subsidy. A statement indicating the issue prices before and after revision is placed on the Table of the Sabha. The incidental costs of the Food Corporation of India and the distribution costs of the State Governments are constantly under review of the Food Corporation of India and the Government.

STATEMENT

Statement showing the issue prices of rice, coarse grains and wheat before and after revision.

Rs. per quintal

RICE

	Issue Price before re- vision	Issue Price after revision
1	2	3
Short Bold (Coarse)	100.00	125 0
Long Bold (Medium)	111.00	140.00