

वितरण व्यवस्था दी थी, मैं समझता हूँ कि कुछ समय के लिये उसको यह व्यवस्था दी थी, तो मैं जानना चाहता हूँ कि क्या इस वर्ष भी वो टोबाको बोर्ड के माध्यम से भी वितरण करने का विचार है ?

राव बीरेन्द्र सिंह : श्रीमान, टोबाको बोर्ड ने अपने कंज्यूमर्स के लिये, टोबाको एग्रेस के लिये खाद दिये जाने के लिये लिखा था, उस पर क्या फैसला हुआ मुझे मालूम नहीं, लेकिन टोबाको बोर्ड को हमने खाद वितरण के लिये ऐजेंसी नहीं बनाया ।

श्री भीर्जा ईशदिवेग एयुबवेग : टोबाको बोर्ड को जब डीलरशिप दी गई तो वहाँ सह-कारिता सोसाइटियों द्वारा जो खाद उपलब्ध कराई गई थी उनके बीच में कंपोटिशन हो गई । उनकी जो कितानों को देने की व्यवस्था थी और जो टूट गयी थी तो मैं यह जानना चाहता हूँ कि यह व्यवस्था फिर से टोबाको बोर्ड को देने की योजना है ?

राव बीरेन्द्र सिंह : इस समय में इस चीज का कोई जवाब नहीं दे सकता ।

श्री जगदम्बी प्रताप यादव : मैं मंत्री जी से निवेदन करना चाहता हूँ कि मंत्री जी ने बहुत जोर देकर कहा कि वह बिहार में खाद की खपत बढ़ाना चाहते हैं । मैं जानना चाहता हूँ कि बिहार के किसानों को बंगाल से ब्लैक मार्केट में खाद खरीदना पड़ रहा है और अगर यही स्थिति रही और केन्द्रीय सरकार बिहार सरकार के साथ खेलती रही तो बिहार को कुछ नहीं मिलेगा । मैं मंत्री जी से निवेदन करना चाहता हूँ कि धान की उाज को देखते हुए जो आपने सिद्धांत बनाया है या खाद की जिन चीजों में उपयोगिता है उस सिद्धांत को देखते हुए बिहार को खाद की आपूर्ति विस्कोमान को भरोसे न छोड़ कर यदि आवश्यकता है दूसरी एजेंसी की तो उसके द्वारा क्या आप आपूर्ति कराने की कृपा करेंगे, किसानों के हितों को देखते हुये ?

राव बीरेन्द्र सिंह : मैं मानता हूँ कि इस बात को कि अगर विस्कोमान द्वारा पूरी तरह

से, तत्सर्वावस्था पूर्ति नहीं हो सकेगी तो हमें दूसरी व्यवस्था के लिये सोचना पड़ेगा । इसलिये मैंने अर्ज किया कि आज मैं वहाँ के मिनिस्टर से इस सिलसिले में बात करने जा रहा हूँ ।

SHRI NIRMAL CHATTERJEE. According to the hon. Minister, the reason for the very little consumption of fertilisers in Bihar is lack of extension work. So much so, he invited another hon. Member to participate in the extension work. Will the hon. Minister agree with me if I say that because of the total failure of irrigation work in Bihar, because of the very inadequate land reform measures in Bihar, the fertiliser consumption is not picking up in Bihar? This is my question.

RAO BIRENDRA SINGH: I partly agree with the hon. Member.

SHRI NIRMAL CHATTERJEE: What is the other part of disagreement.

MR. CHAIRMAN: That consumption is not equal to supply.

Production of newsprint

t*184. SHRIMATI MAIMOONA SULTAN:\$

SHRI NARENDRA SINGH:

Will the Minister of INDUSTRY be pleased to state:

(a) how far the country depends on the imports of newsprint, indicating the total number requirement and indigenous production thereof;

(b) what are the major schemes for increasing production of newsprint in the country during the Seventh Five Year Plan period; and

(c) how far the country is likely to be self-reliant in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI PATTABHI RAMA RAO): (a) The

tPreviously starred Question No. 84, transferred from the 23rd July, 1984.

tThe question was actually asked on the floor of the House by Shrimati Moimoon Sultan.

total annual requirement of newsprint during the current year is estimated to be about 3.85 lakh tonnes, out of which 2 lakh tonnes is expected to be met from domestic production, and the balance quantity of 1.85 lakh tonnes will be met by imports.

(b) and (c) The newsprint project of MJs. Tamil Nadu Newsprint and Papers for a capacity of 50,000 tonnes per annum will be in commercial production by next year. The modernisation scheme of the National Newsprint and Paper Mills, to increase production by 15,000 tonnes will also be completed during the Seventh Plan. A number of other approvals have also been granted for the manufacture of newsprint, and in the event of some of these schemes materializing, the country may be almost self sufficient by the end of VII plan.

SHRIMATI MAIMOONA SULTAN: Sir, the hon. Minister has informed the House that the total requirement of newsprint in the country is somewhere near three lakh tonnes.

SHRI PATTABHI RAMA RAO: 3.8.

MR. CHAIRMAN: 3.85 tonnes.

SHRIMATI MAIMOONA SULTAN: It is planned to import a quantity of nearly two lakh tonnes. There may be a difference of a few thousand tonnes. The difference between demand and supply is not marginal but substantial. This substantial margin we propose to meet through the production of newsprint indigenously. This is what Mr. H. K. L. Bhagat also informed us in the Consultative Committee meeting when he addressed it sometime back. This increase in production may take place here and there. But if we are thinking in terms that we will be able to solve the crisis, which the industry is facing, then, we are suffering from an illusion because it is not going to be so. Sir, the price

of the indigenous newsprint surprisingly is much higher than the price of the imported newsprint. It is no use finding faults, it is no use saying that efforts are being made to increase production. It is good that we are making efforts, it is commendable, but it is not going to solve the problem. In this context, I want to know whether it is a fact that the price of the indigenous newsprint is somewhere near Rs. 9000 per tonne. Only a few months back it was Rs. 8000 and now it has gone to Rs. 9000. What is the reason for this enormous rise in price? Is it also correct that the newsprint that we import through the STC, its actual price is Rs. 4000 only? If that is so, how is it and why are we not planning our structure in such a way that the newsprint reaches the newspaper at a reasonable price? What measures is the Government proposing to take to redeem the situation? In his context, there is a demand for appointment of a committee to go into the details of the price structure. May I know the views of the Government on this demand?

SHRI PATTABHI RAMA RAO: Actually, the price of indigenous paper is bound to be high because the raw material position is bad. This they are to buy at a higher cost. Naturally, the import paper is bound to be cheaper.

MR. CHAIRMAN: Why is the raw material so expensive here?

SHRI PATTABHI RAMA RAO: In some cases they are using bagasse, they are using so many other things which are not adequately available here, and if they are available, they are available at a higher price. So, they have to pay high price and they cannot compete with the imported paper price.

SHRIMATI MAIMOONA SULTAN: I am entitled to a second supplementary.

MR. CHAIRMAN: I am allowing you, but you see the gentlemen at the back seat raising their hands. (Interruptions).

SHRIMATI MAIMOONA SULTAN:
I thought I was not being allowed.

What the hon. Minister has said I have said the same thing myself that the price of the indigenous newsprint is much higher than the imported newsprint, but I wanted to know the reasons for that.

MR. CHAIRMAN: He said that bagasse and other things are being used.

SHRIMATI MAIMOONA SULTAN:
I give the reasons. The price of the indigenous newsprint, to my knowledge, is much lower but you have loaded it with taxes. The price of the imported newsprint is only Rs. 4000 but the excise duty plus other duties are imposed on it. They are not able to argue out with the Finance Ministry or with the Ministry concerned to waive off the taxes. That is one factor for the escalation of the price of the newsprint. I think he agrees with this and he will take some measures to redeem the situation.

Now I will ask another question. Mr. H. K. L. Bhagat in a Consultative Committee meeting had said that a national policy in regard to the allocation of the newsprint will be announced soon. Time and again, the question of the allocation of newsprint to the small newspapers has been discussed in this House. May I know if a policy has been formulated? If so, what is the ratio of the of this newsprint so far as small newspapers, big news papers are concerned, what other concessions are going to be contemplated to be given to the small newspapers? I think this is a very simple question compared to the first question.

SHRI PATTABHI RAMA RAO:
Mr. Chairman, Sir, the price of the indigenous newsprint is determined in consultation with the Bureau of Industrial Cost and Prices having regard to the cost of production, etc. That is why, as I have mentioned

earlier, the cost of production has gone high and so naturally price is bound to be high. Hon. lady Member has mentioned about the excise duty. I may mention, there is no excise duty on newsprint.

SHRIMATI MAIMOONA SULTAN:
Is there no excise duty on newsprint? Well, there may be other duties.

MR. CHAIRMAN: So your basic premise is wrong.

श्री नरेन्द्र सिंह : मान्यवर, माननीय मंत्री जी ने बताया कि इस समय दो लाख टन अखबारी कागज का उत्पादन भारत में होता है। मान्यवर, इस समय जो रेक्वायरमेंट है वह है 3.85 टन और यह जो जरूरत है वह 1985 में बढ़कर 4.70 लाख टन हो जायेगा और 1890 तक यह एक मिलियन टन हो जायेगी। अभी मंत्री जी ने जो बताया उससे मुझे ऐसा नहीं लगता है कि सातवीं पंचवर्षीय योजना के अन्त तक देश इस मामले में स्वावलम्बी हो सकता है। तो मैं मंत्री जी से जानना चाहता हूँ कि कागज का उत्पादन बढ़ाने के लिये क्या सरकार कुछ और प्रयास करेगी और दूसरे, इसकी कीमत की बात तो है ही क्योंकि जो देश में उत्पादित कागज है वह महंगा है लेकिन इसके साथ-साथ क्वालिटी की भी बात है। इसको समाचार-पत्रों के लगे इसलिये लेना पसंद नहीं करते क्योंकि इसकी क्वालिटी अच्छी नहीं है। मान्यवर, नेपा जो प्रिन्ट बनाने का कारखाना है वह 1973 का है और तब से इसमें घटिया क्वालिटी का कम पसंद के कागज का उत्पादन हो रहा है। तो इसकी क्वालिटी को बढ़ाने के लिये सरकार क्या क्या प्रयास कर रही है, क्या क्या प्रयत्न कर रही है, यह मैं मंत्री महोदय से जानना चाहता हूँ ?

SHRI PATTABHI RAMA RAO: They are making all efforts to improve the quality of the newsprint. As regards the question about...

SHRI NARENDRA SINGH: What efforts are you making?

SHRI PATTABHI RAMA RAO: The technical department is going in to every thing. I cannot give you... The technical department will help the mills and it is doing it.

SHRI NARENDRA SINGH: What I want to know is what steps you are going actually to take to improve the quality.

SHRI PATTABHI RAMA RAO: I told you the technical department is examining the whole thing. I think they must be helping the mills in every respect to improve the quality. I am not a technician. I cannot tell you what exactly they are doing. You put a separate question for that. I will certainly answer.

MR. CHAIRMAN: Yellow paper is sought to be bleached and then made white.

SHRI PATTABHI RAMA RAO: That is made by Nepa Mills. They are trying their best to see if they could improve it.

MR. CHAIRMAN: So you are making efforts.

SHRI PATTABHI RAMA RAO: Of course we are making efforts in our own interest.

SHRI NARENDRA SINGH: For twenty years they have not been able to improve it. For quite a long time they have not succeeded in improving the quality. Has any action been taken by the Government against them?

SHRI JASWANT SINGH: They are making 'all efforts'. This is very unequal, Sir. He should be excused from answering questions.

SHRI PATTABHI RAMA RAO: Most of the mills are undertaking modernisation with the collaboration of others. By modernisation the quality will improve and also with technical help that they are getting, they will try to improve the quality.

श्री लक्ष्मण : न्यूज प्रिंट जो कमी है वह कम हो जायेगी अगर क्वेश्चन आवर हाफ एन आवर कर दिया जाय ।

SHRI VISHWA BANDHU GUPTA: Sir, the chronic shortage of newsprint is a very serious one. There is practically no buffer stock even today with the S.T.C. The high price that the Minister has been talking about and my distinguished colleagues have been talking about the indigenous newsprint' is partly based on the high cost of capital investment that the Government is supposed to make for these mills. Because, it is not only the question of pulp and begasse and other things avjMab'e but it is the very high cost which is loaded on to the newsprint from the capital part of the interest, etc. Sir, what I would suggest in this matter is that the indigenous production of newsprint...

MR. CHAIRMAN: Please ask a question. Don't run our paper mills!

SHRI VISHWA BANDHU GUPTA: No, Sir, I am not trying to run the paper mills. I can, probably, run them better but I am not trying to do so. What I would like to know from the Minister is whether there is going to be a regular, monthly monitoring of the indigenous production and pricing of newsprint so that the adjustment can be made every month and imports can be adjusted to stream line imports by the STC as far as the newspaper industry's requirements are concerned. Also I would like to know whether there is any thinking on the part of the Government for having small mills for recycling of newsprint to meet part of the shortage.

MR. CHAIRMAN: Have you finished or not yet?

SHRI VISHWA BANDHU GUPTA: Sir, I was in the middle. I was only trying to ask a question which would probably help us.

MR. CHAIRMAN: You asked two—about recycling and monitoring.

SHRI VISHWA BANDHU GUPTA: And also about buffer stock.

SHRI PATTABHI RAMA RAO: As regards recycling, in spite of whatever we might do, the small mills cannot produce newsprint. They produce other paper.

MR. CHAIRMAN: Paper boards and so on.

SHRI PATTABHI RAMA RAO: Paper boards, writing paper and all that Newsprint they can't. There are a number of small mills as it is, and whatever efforts we might make, they won't be able to do it; it is an impracticable affairs. As regards modernisation...

MR. CHAIRMAN: That is how he is going to run the mills!

SHRI PATTABHI RAMA RAO: Let him apply for a licence. We won't mind giving one if he does'.

SHRI VISHWA BANDHU GUPTA: What about buffer stock?

SHRI PATTABHI RAMA RAO: There is no buffer stock. As per the requirement in anticipation by the Ministry of Information and Broadcasting, we import... (*Interruptions*)

SHRI VITHALRAO MADHAVRAO JADHAV: Mr. Chairman, Sir, is there any proposal to set up three or four paper industry projects in Maharashtra which will cost about Rs. 500 crores based on raw material of sugarcane bagasse and, if so, what is the progress in this matter? .. (*Interruptions*)

SHRI SURESH KALMADI: He is not prepared. During the session these portfolios are being reshuffled. This has never been done before. You must tell the Government...

MR. CHAIRMAN: Please sit down.

SHRI M. M. JACOB: Mr. Chairman, Sir, you did not see this side.

MR. CHAIRMAN: I have seen that side but this newsprint business is becoming too much. You are filling the newsprint, I know, but to what purpose and with what result!

SHRI M. M. JACOB: A very important question, Sir.

SHRI PATTABHI RAMA RAO: Sir, I must correct myself in one matter. He asked about buffer stock. We don't keep the buffer stock in this department by itself. The STC does it, if at all there is any necessity, guided by the Information and Broadcasting Ministry.

SHRI VISHWA BANDHU GUPTA: The question is that there is no buffer stock with the Government. Whether it is the STC...

MR. CHAIRMAN: It is kept with the STC

SHRI PATTABHI RAMA RAO: With the STC which is under the control of the Commerce Ministry.

MR. CHAIRMAN: Do you do any monitoring every month?

SHRI PATTABHI RAMA RAO: No, Sir. It is not possible to do monitoring every month. Periodical monitoring is being done.

SHRI VITHALRAO MADHAVRAO JADHAV: Is there any proposal to set up three or four paper industry projects in Maharashtra which will cost about Rs. 500 crores, based on raw material of sugarcane bagasse and, if so, what is the progress in this matter?

SHRI VISHWA BANDHU GUPTA: ... (*Interruptions*) ...

SHRI JASWANT SINGH: He should not be harassed anymore. Don't reply.

SHRI PATTABHI RAMA RAO: Sir, I object to that remark. It is not harassment, if he has any doubts, he can clear them.

MR. CHAIRMAN: 'Harassment' does not always mean a bad thing.

SHRI PATTABHI RAMA RAO: Thank you, Sir.

MR. CHAIRMAN: There might be an illegitimate harassment.

SHRI PATTABHI RAMA RAO: So Maharashtra...

MR. CHAIRMAN: They want mills there.

SHRI PATTABHI RAMA RAO: If they apply, we will examine it.

Cost of ships built at the Cochin Shipyard

*185. DR. SHANTI G. PATEL:f
SHRI SUSHIL CHAND
MOHUNTA:

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

(a) whether it is a fact that the Cochin Shipyard has the capacity to build only bulk carriers;

(b) whether these bulk carriers are in demand;

(c) whether it is also a fact that the cost of production of ships in Cochin Shipyard is double that of Japanese or South Korean ships;

(d) if so, what are the reasons! therefor; and

(e) whether Government propose to go in for building new type of vessels?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): A Cochin Shipyard^{can} undertake

tThe question was actually asked on the floor of the House by Dr. Shanti G. Patel.

building any kind of merchant ship—within the following dimensional limits:'

<i>Length</i>	<i>Breadth</i>	<i>Depth</i>
242 metres	38 metres	21 metres

However first 5 ships, undertaken for construction, are 75,000 DWT each—Penamax Bulk carriers.

(b) Demand for large Bulk carriers is relatively poor.

(c) and (d) Precise information on the cost of production of ships in Japanese or South Korean yards is not available; hence it is difficult to compare it with the cost of production at Cochin Shipyard.

(e) Cochin Shipyard has plans to build a new series of 67,000 DWT Bulk carriers commencing from the 6th ship onwards.

DR. SHANTI G. PATEL: Mr. Chairman, Sir, these answers have been very vague and evasive, I am sorry to say, because my first question was very clear: 'whether it is a fact that the Cochin Shipyard has the capacity to build only bulk carriers', and the answer could have been Yes or No. Instead of that, a full para has been written as to what types of ships can be built. The second part of my question is: 'whether these bulk carriers are in demand'. Only some general statement has been made saying that "demand for large bulk carriers is relatively poor". To the rest I will come later. The tragedy with the Cochin Shipyard is that it is being built for the last 13 years, but still it is not complete. Rs. 127 crores have been down the drain and by the time it is complete, it will become obsolete because this is an era of container-ship and not of bulk carriers. So I would like to know from the Minister as to what measures he is taking to update, to modernize, this particular shipyard so that container ships can