

Building of Shipyards during Fifth Plan Period

*362. SHRI SAWAISINGH SISODIA:†
SHRIMATI LAKSHMI KUMARI
CHUNDAWAT :

SHRI MAHENDRA BAHADUR
SINGH :

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

(a) whether Government propose to
build two new shipyards during the fifth
tear Plan period ; and

(b) if so, what are the locations of these
shipyards ?

THE MINISTER OF STATE IN THE
MINISTRY OF SHIPPING AND TRA-
NSPORT (SHRI H. M. TRIVEDI) : (a) and (b)
A Techno-Economic Working Group set up by
the Government recom- j mended four
possible sites setting up of two new shipyards
in the Fifth Five Year Plan. There foreign
consultants were engaged to prepare the
Preliminary Pro-jecl Reports on the four sites.
The preliminary project reports have been
received and are still under examination. A
decision regarding location of the proposed
shipyards can be taken only after the
examination is completed.

SHRI SAWAISINGH SISODIA : I
would like to know from the hon. Minister,
which are the four places which are under
consideration of the Government.

SHRI H. M. TRIVEDI : Sir, the Tech-no-
economic Working Group had recommended
four possible sites : Hazira in Gujarat,
Curlavagani in Marmagoa, Para-deep in
Orissa and Haldia in West Bengal.

SHRI SAWAISINGH SISODIA : What is
the estimated cost of these four projects
under consideration ?

SHRI H. M. TRIVEDI : Sir, there are no
four projects as such. But the cost of each one
of these may be in the neighbourhood of Rs.
120 to, Rs. 150 crores.

SHRI BRAHMANANDA PANDA : I
want to know from the Minister as to when
the Government proposes to start work on
these shipyards and whether they will start
work simultaneously at the four places.

SHRI H. M. TRIVEDI : Sir, I must
repeat that there is no proposal for a
shipyard at each of the four places. The
four sites which I have mentioned are
possible sites for the construction of a
shipyard. Therefore, the question of starting
work simultaneously does not arise.

SHRIMATI SUMITRA Ci. KULKARNI:
As the hon. Minister has just now stated,
Hazira in Gujarat is one of the proposed
sites for a future shipyard. In view of the
fact that one-third of the coastline of the
country is in Gujarat and Hazira is a
beautiful place which can be developed into
a beautiful port, will the hon. Minister give
an assurance that it will be taken up on a
priority basis and a little extra weightage
will be given to Hazira ?

MR. CHAIRMAN : He will examine.

SHRIMATI SUMITRA G. KULKARNI:
Let him say. Sir. He wants to saj some-
thing.

डॉ० जी० एन० दिल्ली : ये तो आनरेबल नेडी
मेम्बर ने बड़ी अच्छी बातें बताई हैं, अच्छे ढंग
से बताया । जब बात आएगी तो उन को भी
खुशाल में रखेंगे ।

*363. [The questioner Shri Niranjai Singh
Talib was absent. For answer Vide col. 29-30
infra]

COORDINATION BETWEEN RAIL AND ROAD TRANSPORT

*364. SHRI KASIM ALI ABID :

SHRI KHURSHED ALAM
KHAN :f

SHRI GANESH LAI. MALI :

SHRI PIARE LAIL QUREEL URF
TALTB : Will the Minister of SHIPPING
AND TRANSPORT be pleased to state :

†The question was actually asked on the j
of the House by Shri Sawai Singh 'tior of the
Sisodia.

†The question was actually asked on the Boor
of the House by Shri Khurshed Alam
I Khan.

(a) whether it is a fact that no significant progress has been achieved so far in the matter of rail-road coordination to avoid wasteful competition ;

(b) Whether it is also a fact that in view of enormous increase in fuel cost, coordinated operation of rail and road transport system is more necessary than ever before ; and

(c) if so, what action Government propose to take to ensure Coordination between these two modes of transport ?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH) : (a) to (c) Rail-road coordination is the accepted policy of Government. Both these modes of transport are being developed as complementary to each other. As part of the measures to meet the situation arising out of increase in fuel cost, the Railways are improving their services, specially on long distance routes to lift more goods traffic by introduction of Quick Transit Services. Super fast express trains between major cities. Container Services and streamlining procedures of booking and delivery, etc. Routes, on which passenger buses of the State Transport Undertakings are operating parallel to the Railways, are also being identified in consultation with the State Governments and Union Administrations in order to eliminate duplication in services, if any, having regard to the existing capacity of the Railways. For securing more effective and close coordination between road transport and railways, it is proposed to amend Section 44(2) of the Motor Vehicles Act, 1939 to provide for representation to Railways on Regional/State Transport Authorities in respect of regions/ areas where there is scope/need for such coordination.

SHRI KHURSHED ALAM KHAN : The hon. Minister has answered this question mere as a Minister for Railways rather than as a Minister for Road Transport. Besides, I would like to say that amendment to Section 42 of the Motor,

Vehicles Act will not do any good. The entire Motor Vehicles Act, 1939, needs revamping and complete amendment. That is apart. This subject has been so much discussed and talked about during the last few years yet nothing has so far been done or achieved. In fact, instead of supplementing each other, it appears that they are supplanting each other which is a very dangerous and disastrous thing for the economy of the country. I would, therefore, like to know from the hon. Minister whether this state of indecision and inaction is not resulting in avoidable wasteful competition and ultimately the common man is suffering in more than one way. How long is this situation going to be allowed to continue ?

SHRI DALBIR SINGH : Sir, the hon. Member has given a very bad picture of the situation. This has not been the case. In the past, whenever it was felt that co-ordination between the rail and road transport was necessary, meetings were held and their co-operation was taken, and steps have been taken continuously to get their co-operation. As I have said in the main body of the answer, they have representation in the Transport Council, and in other bodies also they have their representation. Therefore, it is not true to say that this transport system by rail and road has no co-ordination and is not working well.

SHRI KHURSHED ALAM KHAN : Sir, I am surprised as to how the hon Minister has drawn the inference that the picture which I have presented is not to his liking. Anyway. I must say that the Transport Development Council has been meeting very often rather regular, every year but doing very little work except having good discussions and wasteful sessions. I would, therefore, like to know from the hon. Minister whether this matter has even been considered jointly by the Ministry of Transport and the Ministry of Railways, and whether at any stage, any attempt has been made to use the good offices of the Planning Commission which should also be vitally concerned with this important subject. Besides this, Sir, if negotiations and Mediations have failed, the other alternative left is of arbitration. Has this

alternative ever been tried, and if so, in how many cases?

SHRI DALBIR SINGH : Sir, whatever was necessary for this. . .

SHRI KHURSHED ALAM KHAN : It is vague.

SHRI DALBIR SINGH : It is not vague. But I have given the concrete steps taken by the Transport Department, and they have been taking whatever co-operation that was necessary from any Department, and specially from the Railways that was sought on all relevant occasions. And even we are trying to do it in future also and there has not been a feeling far that the question of this co-ordination, etc. has assumed such a significance that a body, etc. as the hon. Member is having in mind is necessary. Wherever necessary, the things are going on well and they have been cooperating very well.

DR. G. S. DHILLON : Mr. Chairman, Sir, the question raised by the hon. Member is really very significant. We are already seized of this problem. Broadly speaking, the co-ordination has been more or less on a voluntary basis. There has been no set, concrete national policy on it. We have thoroughly examined this. The problem is that transport is mainly managed by the States. Railways is a Central subject. Of course, we have the highways which is a common subject but that cannot be used to bring them together. We are seriously considering this, and this problem has been raised at many forums, even at various co-ordinating bodies, transport bodies and all that. May I assure the hon. Member that we are fully seized of it and we will take it up very seriously with the Planning Commission?

श्री गणेश लाल माली : हाल ही में भारत सरकार ने जो ट्रक ट्रान्सपोर्ट की नेशनल परमिट देने की योजना बनाई है, उसके आधार पर कौकी परमिट दिये जाने लगे हैं। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि इससे

जो कम्पैटिशन बढ़ने वाला है, उसके लिए आप क्या सोच रहे हैं?

दूसरा सवाल मेरा यह है कि उन इलाकों में जहाँ पर न रेल ट्रान्सपोर्ट है और न ही रोड ट्रान्सपोर्ट है, इस तरह के क्षेत्रों के लिए आप क्या व्यवस्था करने जा रहे हैं?

श्री दलबीर सिंह : जहाँ तक नेशनल परमिट का सवाल है, नेशनल परमिट के लिए रेलवे को भी कंसल्ट किया गया था और उन्होंने अपना एग्रीमेंट दे दिया था। We have no objection to this. We consulted the Railways also.

इलाकों का सवाल है कि जहाँ पर रोड ट्रान्सपोर्ट नहीं है, वहाँ पर स्टेट गवर्नमेंट्स को सड़क बनानी चाहिये और वहाँ पर ट्रान्सपोर्ट ग्रन्डरटेकिंग्स या स्वयं गवर्नमेंट्स को अपनी गाड़ियाँ चलानी चाहिये। जहाँ पर प्राइवेट आपरेटर्स गाड़ियाँ चला रहे हैं वहाँ पर राज्य सरकारों को अपना प्रबन्ध करने की कोशिश करनी चाहिये।

श्री गणेश लाल माली : प्रांतीय सरकारें तो कर नहीं रही हैं तो सेंट्रल गवर्नमेंट उन को इस के लिये क्या डाइरेक्शन दे रही है? क्या वह उन को मजबूर कर रही है कि वह अपने वहाँ ट्रान्सपोर्ट को विकसित करें?

श्री दलबीर सिंह : राज्य सरकारें तो राज्यों में काम करती हैं और वह जिम्मेदार सरकारें हैं। उन को अपनी जिम्मेदारी का अहसास है और किसी भी बैकवर्ड एरिया का हर सरकार खयाल रखती है।

SHRIMATI LEELA DAMODARA MENON : Sir, is it a fact that the Central Government and the State Governments share the cost in some proportion with respect to co-ordination between rail and road transport and that the Central Government owes to Kerala Government about Rs. 80 lakhs ?

MR. CHAIRMAN : Perhaps, he may not have this information. This supplementary will not arise. If the hon. Minister has got the information, he can give.

SHRI DALBIR SINGH : I do not know.

SHRI MULKA GOVINDA REDDY :

I would like to know whether it has come to the notice of the Government that National Highways in Karnataka are not properly maintained due to abolition of the post of Chief Engineer and of some National Highway Divisions and consequently, the transport vehicles are incurring very heavy expenditure due to quick wear and tear because of bad roads. If so, I would like to know whether the Government have advised the State Government's P.W.D. organisation to maintain these National Highways properly and with what effect.

DR. G. S. DHILLON : It is a very specific question that is being asked. As far as its contents are concerned, I have noted them and shall convey them to the Karnataka Government.

SHRI SANAT KUMAR RAHA : I have heard the reply given by the hon. Minister Mr. Dhillon that the transport system should be integrated. Sir, in our country, the road transport can penetrate deeply into the transport system and link up villages and towns with the urban areas. There are, in our country, four systems: rail system, air system, water system and road system. I want to know from the hon. Minister, while there are so many types of transport organisations, zonal type, district type, inter-State type and now national permit system will come up, considering all these things, whether he is seriously thinking that all these four types of transport should be integrated into one national system so that national planning can be easily done and we can have a better planning for development through transport in the near future. I would also like to know whether the hon. Minister is seriously considering the desirability of overhauling the road transport system to bring it under one system, that is, national system.

SHRI DALBIR SINGH : No, Sir, we! The question was actually asked on the floor of the House by Shri Nripati Ranjan all these systems which the hon. Member : Choudhury.

has enumerated, have developed in their own way, by their own traditions and by their own organisations. And now if we combine them together and demolish all these systems and bring a new system, that will create complications. Therefore, there is no thinking so far as this aspect of the question is concerned. It may be a suggestion.

MR. CHAIRMAN : He wants to know whether there will be co-ordination.

SHRI DALBIR SINGH : There is always co-ordination. I have been telling this thing.

Efforts against setting up of a military base in Diego Garcia

*365. SHRI NRIPATI RANJAN CHOU-DHURY : t

SHRI SYED NIZAM-UD-DIN :

SHRI GIAN CHAND TOTU :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether there is any proposal under Government's consideration to hold a Conference of all the interested countries to consider the appropriate action to be taken against setting up a military base in Diego Garcia ; and

(b) if not, what other steps the Government of India propose to take to mobilise International opinion and support for keeping Indian Ocean as a free zone?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI Y. B. CHAVAN) : (a) There is no such proposal under consideration. However, the UN *Ad hoc* Committee on the Indian Ocean, of which India is a member, is examining various aspects of implementing a proposal approved by the United Nations General Assembly in 1973 for holding a Conference on Indian Ocean.