

SHRI RAJ BAHADUR: I do not know what exceptions my hon. friend is referring to. So far as we know, Sir, the team of experts met our experts and our officers in the Ministry of Defence Naval Headquarters, port authorities and other people and they have already come to certain conclusions in regard to the layout and the programme of the shipyard. There are, however, one or two matters about the actual date of commencement of production. We thought we could advance it a little. Anyway, these are matters of detail into which I do not want to go. But apart from that, Sir, there is no difficulty about the technical arrangements. The only point to be settled is about the details of the financial arrangement.

SHRI A. D. MANI: Am I to understand that in regard to financial participation of the Japanese authorities in this venture there will be no question of participation in the management? Is it going to be on a collaboration basis even in regard to management or only in respect of technical personnel?

SHRI RAJ BAHADUR: Sir, the establishment of a shipyard is a very very complicated business. We know that very much and we want that in the initial stages we should take full advantage of their technical skill, engineering skill and know-how. In fact with that end in view we are inviting them here. If we keep them out of the management entirely, I do not really know how that would be possible. They have to hand in the organisation and in the setting up of the yard.

SHRI ARJUN ARORA: May I know if the Minister is in a position to give a firm assurance that the Third Plan target in respect of shipping, particularly production through this shipyard, will be adhered to?

SHRI RAJ BAHADUR: Sir, so far as shipping is concerned, we have al-

ready exceeded the target. The target was 11 million tons. We in fact revised it to 125 million tons. That also has been exceeded. We are now hoping that we might reach the figure of 1-5 so far as shipping is concerned. So far as ship-building is concerned, the capacity is limited by the capacity of the shipyard, which is about 2½ to 3 ships per annum. The second shipyard is expected to go into production in the third year of the "commencement of work on it.

SHRI SITARAM JAIPURIA: What is the total cost of the shipyard?

SHRI RAJ BAHADUR: As given by the Japanese team it is Rs. 1½ crores.

MR. CHAIRMAN: Next question.

*211. [The questioner (Dr. A Subba Rao) was absent. For answer, vide col. 1456-57 infra.]

PURCHASE OF AEROPLANES BY ORISSA

*212. SHRI LOKANATH MISRA: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the number of aeroplanes purchased by the Government of Orissa from the Government of India; and

(b) the price of, and the amount paid for, each?

THE DEPUTY MINISTER OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI AHMED MOHIUDDIN): (a) The Government of Orissa have not purchased an aeroplane from the Government of India.

(b) Does not arise.

SHRI ARJUN ARORA: May I know if the Government of Orissa has purchased aircraft from any other source and, if so, what are they?

SHRI AHMED MOHIUDDIN: The Government of Orissa had purchased one aircraft—Twin Beechcraft—in 1954 from a private party which they still have got.

SARDAR RAGHBIR SINGH PANJHAZARI: What is the name of that private party?

SHRI AHMED MOHIUDDIN: The Maharaja of Mayurbhanj.

SHRI LOKANATH MISRA: May I know if any Dakotas have been purchased by the Orissa Government from any other concern? Does the Government know about it?

SHRI AHMED MOHIUDDIN: No, Sir.

COAL PURCHASE POLICY OF INDIAN RAILWAYS

♦213. SHRI BABUBHAI M. CHINAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to effect a change in the policy of coal purchase by the Indian Railways; and

(b) if so, what are the details of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) No, Sir.

(b) Does not arise.

SHRI SITARAM JAIPURIA: May I know, Sir, how much coal is moved by coastal vessels—out of the total consumption of the Railways?

SHRI S. V. RAMASWAMY: That question should be addressed to my friend on the right.

SHRI SITARAM JAIPURIA: I would like to know, out of the total consumption of coal by the Railways, how much is moved by coastal vessels.

SARDAR SW ARAN SINGH: Sir, so far as movement by sea is concerned, i.e. coastal shipping, as is well known, the freight is subsidised from a pool. As for the actual allocation of that for various users, that is a matter which continues changing, whatever is moved, because the price now is practically the same. Sometimes it is allocated for Railways; sometimes it is allocated to normal users. No useful purpose will be served in going into the nature of the consumers, i.e. the person who consumes that coal.

SMA C. D. PANDE: May I know if it is a fact that the wagon supply position has of late improved so much that there is no need of sending coal by ships, because even the wagons which are allotted are not utilised?

SARDAR SW ARAN SINGH: Sir, it is true that the transport position is easy and I am happy to report to the House and to consumers outside that we are in a lucky position where no coal-user is denied coal for want of wagons. But these are situations which continue changing, and we have even organised a certain quantity of movement by sea. It appears to be an advantage not to disrupt that, because there can be ups and downs in the requirements of the country.

SHRI N. SRI RAMA REDDY: I would like to know whether the reports that have appeared recently in the Press are correct—that on account of acceptance of bad quality coal by the Railways the Railways like the Southern Railway, the Central Railway, have suffered losses to the extent of crores of rupees this year, i.e. 1962-63.

SARDAR SW ARAN SINGH: Sir, the Railways like any other user would very much like to have the best quality coal, but coal is something which is not manufactured; it is raised and we have to be content with whatever nature and geological processes have given the country. We would