

priations were to run concurrently. It is understood that the appeals filed against the conviction are pending.

(c) and (d). The question of taking appropriate action against the firm is under consideration and the Government of Orissa will be advised about it.

Dieselisation Programme

*1312. Shri S. K. Tapuriah: Will the Minister of Railways be pleased to state:

(a) whether the implications of the programme of dieselisation adopted by the Railways with special reference to resources of foreign exchange and availability of indigenous fuels have been examined;

(b) the comparative costs of steam, electric and diesel traction; and

(c) the advantages of diesel traction over electric traction, if any?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes, Sir.

(b) The cost of operation under different modes of traction, viz., Steam, Diesel and Electric, depends on a number of factors. These include the investments required, cost and availability of the respective fuels, conditions and characteristics of each section, especially gradient, the density of traffic, train loads etc. Comparative costs would thus vary depending upon such factors applicable to particular sections. But generally speaking, on sections with high densities of traffic, Diesel/Electric traction, besides having operational advantages, is more economical than steam traction.

As a broad example, the comparative estimated working expense, for hauling 1000 trailing tonne kilometres of

traffic on Kanpur-Tundla section of the Northern Railway works out to Rs. 2.25 for electric, Rs. 3.76 for Diesel and Rs. 4.76 for steam traction.

(c) The advantages of Diesel traction over Electric traction are:

(i) Its transferability—it can be switched over from one section to another according to the requirement of traffic whereas electric traction can only be used on electrified sections; and

(ii) it is less capital consuming as compared to Electric traction at the initial stages.

Coir Board

*1314. Shrimati Suseela Gopalan:
Shri C. K. Chakrapani:
Shri P. Gopalan:

Will the Minister of Commerce be pleased to state:

(a) whether Government have received any representation from the Government of Kerala that Coir Board should be placed under the control of the Kerala Government which is producing 95 per cent of the Coir goods; and

(b) if so, the reaction of Government thereto?

The Minister of Commerce (Shri Dinesh Singh): (a) No, Sir.

(b) Does not arise.

Price of Commercial Vehicles

*1315. Shri Badabrats Barua: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether Government are considering the question of removal of control over the price and distribution of commercial vehicles;

(b) if so, when the control is to be lifted; and

(c) the benefits expected from the measure?