

well as the U.S. crop position have to be assessed.

Shri D. C. Sharma: I know what possibilities are being explored and how long it will take for the Government to come to a decision with regard to those possibilities?

Shri A. M. Thomas: In fact, we may get about 2 lakh tons or a little more from Burma. We are also exploring the possibility of importing some quantity from Egypt. As I have already stated, we have got still 6 lakh tons to import from the U.S.A. under the agreement already entered into. I have already said that with regard to additional quantity, it will depend upon the crop position in India as well as in the U.S.A.

Utilising Steel Scrap by Railway Workshops

*274. { **Shri R. S. Pandey:**
Shri Vidya Charan Shukla:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that under instructions of the Railway Board, the Railways were prohibited from disposing of their steel scrap with the object of using the same in the Railway Workshops;

(b) whether prior to issue of such instructions any assessment had been made of the steel scrap likely to be so available and the quantity that could be utilised by the Railway Workshops;

(c) whether it is a fact that a loss of over Rs. 8 lakhs came to be involved due to deterioration of accumulated stocks of steel scrap because the Railway Workshops were not able to utilise the scrap; and

(d) what action, if any, has been taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No. The Railway Board

did not impose a total embargo on the sale of scrap.

(b) Yes. Whatever restrictions were there, they were imposed with due regard to the requirements of the Railways.

(c) No.

(d) Does not arise.

Shri U. M. Trivedi: Are Government aware of the fact that about Rs. 4 lakhs worth of iron scrap is lying at Madar station near Ajmer and is not being utilised for the last four years?

Shri Shahnawaz Khan: I am not aware of this particular case, but it is true that we have quite a substantial quantity of iron scrap lying at various depots. This might be one of those depots. But we are utilising these scrap as best as we can. We have been sending large quantities of iron and steel scrap to the steel factories, and we are also giving it to the railway workshops, and to the ordnance factories. Now, the embargo has been lifted, and we can give it to the private users also.

Shri Hari Vishnu Kamath: You will have to buck up a little.

Shri Maheswar Naik: What is the estimate of the scrap available with the different railways at the moment, and how all those stocks are being utilised by the railway workshops?

Shri Shahnawaz Khan: The latest figures available with me are for the year 1960-61. The estimate is about 2,58,000 tons.

Mr. Speaker: He wanted to know how it is being utilised also.

Shri Shahnawaz Khan: As I submitted before, some of it was being sent to the steel factories; some was being utilised in the railway workshops, and some portion given to the private foundries to manufacture things for the railways such as cast iron sleepers etc.

Shrimati Savitri Nigam: In view of the fact that this scrap has been lying since the last many years, have the **Railway Ministry** made any plan to utilise this scrap during this present emergency as quickly as possible?

Shri Shah Nawaz Khan: Yes, we have authorised the different railways to act in the manner they consider fit.

Pondicherry Port

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*275. { **Shri Kapur Singh:**
Shri P. K. Ghosh:

Will the **Minister of Transport and Communications** be pleased to state:

(a) whether it is a fact that the **Pondicherry Administration** has urged the **Union Transport Ministry** to take steps to provide **Pondicherry Port** with sufficient traffic in view of the facilities being created there; and

(b) if so, what action has been taken by the **Government of India** in this regard?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the House. [See Appendix I, annexure No. 63].

Shri Buta Singh: May I know what difficulties have come in the way of providing sufficient traffic to this port?

Shri Raj Bahadur: The **Pondicherry pier** has been opened recently, and steps have been taken as indicated in the statement, to augment the traffic.

Ship-launching at Nagasaki for Jayanti Shipping Corporation

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*276. { **Shri Indrajit Gupta:**
Shri Daji:

Will the **Minister of Transport and Communications** be pleased to state:

(a) whether a new ship for the **Jayanti Shipping Corporation** has

been built and launched at the **Nagasaki Shipyard Japan**;

(b) if so, the type of the vessel and its tonnage; and

(c) the total cost of its construction?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The vessel is a single screw motor bulk carrier of about 32,250 D.W.T.

(c) The contract price of the vessel is U.S. Dollars 4,491,000 (approximately Rs. 2.1 crores).

Shri Indrajit Gupta: What are the arrangements made by the **Jayanti Shipping Corporation** for payment for this vessel? How is the cargo for this vessel? How is the corporation going to pay for this ship? Is the vessel going to be chartered by any petroleum or oil company?

Shri Raj Bahadur: This is a bulk carrier. It will be used for carrying either foodgrains or iron ore etc. for our country or in cross trade. In case it is employed in Indian trade, it will save foreign exchange for us, and if it is employed for cross trade, it will earn foreign exchange for us.

So far as payment is concerned, 10 per cent of the price will be paid by the company from out of its own resources, and 90 per cent of the price will be met out of the loan in case they need it.

Shri Indrajit Gupta: May I know whether there were any special circumstances which warranted the presence of the **Finance Minister**, the **Shipping Minister** and the **Indian Ambassador** in **Japan**, at the time of the launching of this vessel?

Shri Raj Bahadur: The **Finance Minister** during his tour which had already been fixed for **Japan** happened to be in **Japan** at the time