

से पैसा मिलता है ? या कि उसके बदले में रबर मिलता है और वार्टर से चीनी ब्रेजी जाती है ?

Shri Shinde: It is an ordinary commercial transaction. It would be a part of the trade agreement with Ceylon.

Shri Bade: Sir, my question was whether we will get cash or something else in exchange.

Mr. Speaker: He said that it is done according to an ordinary commercial transaction.

Payment of Road Tax in Delhi

*996. **Shrimati Ramdulari Sinha:** Will the Minister of Transport and Communications be pleased to state:

(a) whether his attention has been drawn to the inconvenience being caused to persons in Delhi and New Delhi who have to waste considerable time to pay the road tax for their vehicles for 1963-64;

(b) whether it is also a fact that collection of tax has been started late this year than usual; and

(c) whether Government intend to open more tax collection centres?

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

(b) No.

(c) Yes.

Import of Electric Locomotives

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*997. { **Shri D. C. Sharma:**
Shri Onkarial Berwa:
Shri R. S. Pandey:

Will the Minister of Railways be pleased to state:

(a) whether an agreement has been signed with Hitachi Engineering Company of Japan for import of 45 electric locomotives;

(b) if so, the terms of the agreement; and

(c) the details of the locomotives?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). A statement is placed on the table of the House.

STATEMENT

(a) and (b). A formal order has been placed on 30-3-63 on a group of three Japanese firms led by M/s. Hitachi Ltd. The contract will be signed as soon as approval of the Government of Japan for financing it from the Second Yen credit is received. Broad details of the contract are as follows:

Cost: The total C&F value of the order is Rs. 487 lakhs, which includes rupee content of Rs. 10.31 lakhs towards charges of technical staff and agent's commission in India. Each electric locomotive (Without spares etc.) will cost Rs. 10.11 lakhs, ex-works.

Terms of payment:

(i) 30 per cent of the total FOB cost as soon as the import licence is issued and on furnishing the necessary bank guarantee.

(ii) Balance payment on production of necessary shipping documents and subject to furnishing a bank guarantee for 10 per cent of FOB cost.

(iii) Cost of ocean freight incurred has to be paid in yens on production of shipping documents.

Delivery Schedule:

The first two locomotives are to be shipped by January '64 for prototype trials and the remaining 43 from Sept. '64 to Jan. '65.

Indigenous content:

The firm has agreed to utilise components partly or wholly, to the extent available from indigenous sources such as air blast circuit breakers, tap chargers, pantographs, centre buffer

couplers, compressors, vacuum exhausters, brake equipment, cattle guard and side buffers. The value of all the above components forms about 13 per cent of the cost of locomotives, but the exact amount of credit to be given in the contract value cannot be precisely assessed at present.

(c) These locomotives are 25 kv AC BG Freight type developing 3280 Horse Power and weighing about 85 metric tons. They will be equipped with silicon rectifiers and dynamic braking.

Shri D. C. Sharma: May I know how long it will take for Government to be self-sufficient, so far as the supply of electric locomotives is concerned?

Shri S. V. Ramaswamy: The assessment made for the Third Plan is 333 AC locomotives, of which we have already obtained 110. 138 locomotives will be made at the Chittaranjan Locomotive Works. Out of the balance of 85, we are now ordering 45 from Japan and 30 from the Group countries. As regards self-sufficiency, the demand is growing. So, probably in the Fourth Plan we shall be able to be self-sufficient in the matter of electric locomotives.

Shri D. C. Sharma: May I know why our Government has collaborated with Japan for the supply of electric locomotives? Was it after inviting tenders? Were other countries also consulted before the agreement was made with Japan?

Shri S. V. Ramaswamy: It is not a collaboration. We have only placed an order for 45 electric locomotives with Japan. As regards collaboration, we are having it with the Group for manufacture in conjunction with the Bhopal Heavy Electricals of electrical equipment.

Shrimati Renuka Ray: How far does the price of imported electrical locomotive compare with the price of the electrical locomotives of Chittaranjan?

Shri S. V. Ramaswamy: We are yet to manufacture A.C. locomotives at Chittaranjan. So far as price is concerned, the latest order with Japan will cost us Rs. 10.11 lakhs f.o.b. per locomotive. It is expected that the Chittaranjan locomotives would be costing about Rs. 11 lakhs.

Shri Bhagwat Jha Azad: How does the price of the locomotives likely to be imported from Japan compare with the price of locomotives for which an agreement has been signed with the United States?

Shri S. V. Ramaswamy: We have not signed any agreement with USA for electrical locomotives; that is for diesel locomotives.

Protection of Railway Line in Assam and Nagaland

*999. **Shrimati Jyotsna Chanda:** Will the Minister of Railways be pleased to state:

(a) the steps taken to protect the Railway lines in Assam especially adjoining the border areas and Nagaland from sabotage; and

(b) how many attempts of firing and sabotage have been made on the railways in Assam adjoining the Nagaland during the last three years?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) and (b). A statement is laid on the Table of the Sabha.

STATEMENT

(a) The following steps have been taken to protect the Railway lines in Assam especially adjoining the border areas and Nagaland from sabotage:—

(i) patrolling has been intensified and more Outposts have been set up to protect vulnerable spots;

(ii) every possible protection is given to running as well as station staff working in the disturbed areas;

(iii) armed escorts are provided on trains running over the vulnerable sections;

(iv) armed police is also provided at stations to protect railway personnel and property;

(v) forest growth on either side of the track in the vulnerable areas is being cleared to increase visibility;

(vi) engines working trains in the disturbed areas have been fitted with steel plates and sand bags have been provided in the brake vans to provide protection to the running staff against stray bullets; and

(vii) a Searchlight Special is run ahead of important passenger trains running on vulnerable sections at night.

(b) 10 cases of firing and 6 cases of attempts to sabotage were reported during the period.

Shrimati Jyotsna Chanda: In view of the statement made by the hon. Minister of State in the Ministry of External Affairs that all the adjoining areas of the railway lines are not covered by patrolling, may I know from the Government whether they propose to rehabilitate landless people of the State in those areas for mere security.

Shri Shahnawaz Khan: That is a decision which has to be taken by the State Government.

Shrimati Jyotsna Chanda: Do the Government propose to communicate this proposal to the State Government?

Shri Shahnawaz Khan: I think, the State Government is fully aware of this.

Shri P. C. Borooah: In view of the fact that the present railway line passing through Nagaland is the only railway line in the South Bank of Assam which is transporting all the defence requirements to the eastern

front has the Government any proposal to have an alternative rail link joining Nowgong and Jorhat and so on?

Shri Shahnawaz Khan: None at present.

Shri D. C. Sharma: May I know if the Government is thinking of posting some police constables or members of the armed forces on these trains so that the saboteurs are prevented from doing anything illegal?

Shri Shahnawaz Khan: All these trains are escorted by armed men.

Shri S. M. Banerjee: From the statement it appears that ten cases of firing and six cases of attempt to sabotage were reported during the period. I want to know whether any person or persons have been arrested in this connection and whether the hon. Minister suspects any foreign hand in it.

Shri Shahnawaz Khan: We have not been able to arrest any of these saboteurs but in the encounters that we had with the hostiles we believe that we have inflicted some casualties on them. About the second part of the question I cannot say anything.

Cost of Integral Coaches Manufactured at Perambur

*1002. **Shri Subodh Hansda:** Will the Minister of Railways be pleased to state:

(a) whether the cost of manufacture and furnishing of a coach at the Integral Coach Factory has come down;

(b) if so, how does it compare with other countries in the world; and

(c) whether it can compete with foreign made coaches in quality and price?

The Deputy Minister in the Ministry of Railways (Shri Shanawaz Khan): (a) Yes, Sir—progressively.