

we are contemplating an expansion of 3.25 million tons in Bhilai, 3 million tons in Durgapur and 2.5 million tons in Rourkela. Even if Bokaro comes, that would not adversely affect, because our requirements would be about 18 million to 19 million tons.

श्री भक्त दर्शन : मैं यह जानना चाहता हूँ कि जबकि औद्योगिक नीति में यह निश्चय किया गया था कि इस्पात का उत्पादन केवल सार्वजनिक क्षेत्र में होगा तब प्राइवेट क्षेत्र में उसको बढ़ाने की क्या आवश्यकता पड़ गयी है?

श्री प्र० चं० सेठी : सन् १९५६ का जो इंडस्ट्रियल पॉलिसी रीजिनेशन है उसमें इस बात को स्पष्ट कर दिया गया था कि वर्तमान प्राइवेट हीथ्रॉस्टील प्लांट्स को बढ़ाने की आवश्यकता हुई तो उनको बढ़ाने की इजाजत दी जायेगी।

Shri Tyagi: Is it a fact that in the process of expansion of the private sector steel plants Government would grant heavy loans to them and would also guarantee repayment of loans which they incur from foreign countries; if so, may I know how much loan is the Government advancing, how much guarantee they are giving and what is the total liability that the Government is going to incur on that account?

Shri P. C. Sethi: As I said earlier, these are matters of details which will be finalised only after the proposals are received.

Shri Daji: Is it proposed to allow for only marginal increase to effect economy of production or is it proposed to also allow installation of additional capacity?

Shri P. C. Sethi: It would be expansion according to the economic capacity, and not establishment of new plants.

Shri Tyagi: Sir, I do not want to put a question, but I only want to say that the question that I put earlier

is very important from the point of view of finances, because the Government is giving them heavy aid. May I know why that information is not available with the Minister?

Mr. Speaker: He says that these points would be decided sometime afterwards, it is yet premature and they have not gone into them still.

Shri Jashvant Mehta: May I know whether the Government is examining the issue; if so, at what stage the matter is pending?

Shri P. C. Sethi: As I said earlier, only a policy decision has been taken, and when they submit their proposals a final decision would be taken at that time considering all aspects.

Shri Ramanathan Chettiar: May I know to what extent TISCO and IISCO will be expanded?

Shri P. C. Sethi: It is not yet known.

Fuel Efficiency in Indian Industry

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 Shri Yashpal Singh:
 Shri P. C. Borooah:
 Shri Subodh Hansda:
 Shri S. C. Samanta:
 Shri Kapur Singh:
 Shri Narasimha Reddy:
 Shri R. Barua:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether a two-man British team, on invitation from the Government of India, submitted a report on standard of fuel efficiency obtaining in Indian industry;

(b) if so, when this report was submitted; and

(c) the action taken by Government on the recommendations made by the team?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir.

(b) In October, 1961.

(c) The report of the experts was considered in consultation with the Ministry of Mines & Fuel, the Chief Mining Adviser and, in a preliminary way, with the Chairmen of the various Development Councils for the industries which consume substantial tonnages of fuel. Subsequently, the report has been considered at two meetings held in the Planning Commission, and it has been decided that the National Productivity Council should work out details of a scheme for the establishment of a fuel efficiency organisation.

श्री यशपाल सिंह: क्या मैं जान सकता हूँ कि इस टीम ने कोल के क्लासिफिकेशन के बास्ते भी कोई रैकमेंडेशन की है ?

Shri Kanungo: They did not attempt a classification of coal. They advised about the economy in fuel consumption, which is mainly for bringing in efficiency in the power production in different industrial undertakings.

श्री यशपाल सिंह: क्या मैं जान सकता हूँ कि कोल के आल्टरनेटिव के लिए भी इसमें कोई सिफारिश की गई है ?

Shri Kanungo: It is not a question of having an alternative for coal, but in respect of coal what class of coal should be used in a particular type of furnace for bringing in economy. They have also said about oil, but mainly it is about coal and fuel in general.

Shri Hari Vishnu Kamath: Sir, the statement laid on the Table shows what is by now a stereotyped pattern of procrastination. The report was submitted in October, 1961.

Mr. Speaker: That is what you call an insinuation.

Shri Hari Vishnu Kamath: It is a factual statement. It is not an insinuation. It is a fact.

Mr. Speaker: To put the question it is unnecessary.

Shri Hari Vishnu Kamath: Unless I give the background how can anyone understand it. You can understand....

Mr. Speaker: Even without saying "procrastination" the question can be put. This is what I am telling the hon. Member (*Interruption*).

Shri Hari Vishnu Kamath: The statement shows that the report was submitted in October 1961 and, after various perambulations, to the Ministry of Mines and Fuel, to the Chief Mining Adviser and the Chairman of various Development Councils,—it has also been submitted to the Planning Commission and finally it has gone to the National Productivity Council. The report does not say when it was submitted to the National Productivity Council. May I know from the Minister whether the National Productivity Council has made any progress at all in the consideration of the report and when exactly the decision is expected? May I also know whether any well-trained Indian fuel engineers had offered their services in this respect during the emergency and their services were refused by Government?

Shri Kanungo: The National Productivity Council have told us that their views will be available by the end of this month. Regarding the other question of the hon. Member, whether any engineer offered his service and it was not accepted, I have no information.

Shri S. C. Samanta: Is it not a fact that the Indian Fuel Research Institute at Jealgora has carried out many experiments on fuel efficiency? May I know whether the Productivity Council will consult it before giving a decision?

Shri Kanungo: Yes. There is the Fuel Efficiency Committee which has discussed this matter with the National Productivity Council. The visiting teams have told us that there can be a saving of 25 per cent in fuel consumption. So, our ultimate idea is to see how it can be done. The consuming interests are being consulted and the National Productivity Council will give their opinion. Ultimately, it will have to be implemented by the Fuel Implementation Committee.

Shri Bade: According to the statement, the report came in October 1961. It is also mentioned:

"and it has been decided that the National Productivity Council should work out details of a scheme for the establishment of a fuel efficiency organisation."

May I know why it has not been established till now, even though the report was made in October 1961?

Shri Kanungo: I have already said that the views of the National Productivity Council will be available by the end of this month.

Coal Transport Problems

*1057. **Shri Sidheshwar Prasad:** Will the Minister of Economic and Defence Coordination be pleased to state:

(a) whether it is a fact that the problem of coal transport is being studied by his Ministry; and

(b) if so, the measures suggested for improvement in this matter?

The Ministry of Supply in the Ministry of Economic and Defence Coordination (Shri Hathi): (a) Yes Sir, in consultation with other Ministries concerned.

(b) Faster turnround of wagons by moving them in block rakes and by quicker loading and unloading, facilitating movement by road, waterways and coastal shipping in addition to railways, rationalisation

of distribution agencies, setting up washeries in colliery areas in order to reduce the bulk of coal to be transported and putting up power stations near the collieries to reduce coal to be transported for power generation, are some of the steps suggested from time to time by various authorities.

श्री सिद्धेश्वर प्रसाद : जो कार्यक्रम अभी माननीय मन्त्री जी ने बताया है, क्या उसको लागू करने के पहले इस बात का अध्ययन किया गया है कि देश के किस हिस्से में कोयले की ज्यादा कमी है और इस कार्यक्रम को लागू करने के बाद उसको कहां तक राहत मिली है ?

श्री हाथी : उसके बारे में जांच की गई थी और जहां कोयले की कमी थी, वहां ज्यादा बँगन भेजने का इन्तजाम किया गया है ।

Shri Ranga: May I know whether these suggestions are for implementation over a short period of within one year or over a long period?

Shri Hathi: Some of them are recent and some of them are old. For example, the suggestion to put power stations near the pit-heads is an older one, but the distribution and rationalization of transport of coal by rakes, is a new one; instead of sending two wagons, now what is happening is that the consumers would be supplied with a full rake so that there is no unloading or transshipment in between.

Shri Daji: There was a proposal of the World Bank team coming to help us to survey this problem. What has happened to that team? Is it coming? If so, when?

Shri Hathi: I think it has come. It is examining the question.

Dr. K. L. Rao: May I know whether any long-term measures, such as connecting river Damodar with Ganga by way of a canal will be considered?

Shri Hathi: The river transport is also one of the suggestions.