

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.

श्री शिव नारायण : क्या सरकार यह बताने की कृपा करेगी कि नदियों के द्वारा और मोटरों के द्वारा कोयले का ट्रांसपोर्ट करने के बारे में सरकार कुछ सोच रही है ?

श्री हाथी : जो हां, नदियों और मोटरों के द्वारा ट्रांसपोर्ट के बारे में भी सोचा जा रहा है। माननीय सदस्य, डा० राव, ने भी यह प्रश्न पूछा था।

Shri Sham Lal Saraf: May I know whether the movement of wagons from production centres to consuming centres is also a part of the scheme so that the flow of these wagons is smooth either way?

Shri Hathi: Exactly so.

Shri Bhagwat Jha Azad: How far, according to the assessment of this Ministry, have the measures suggested just now and very often repeated in the House, been able to improve the transport situation so as to meet the demand of coal for different parts of the country and how far are they still lagging behind the demand?

Shri Hathi: I think, so far as the latest figures are concerned, in February they have been able to move the coal required to various destinations.

Shrimati Savitri Nigam: May I know whether in the suggestions made by this team there was the suggestion that coal dumps should be created, and how far this has been implemented?

Shri Hathi: Some of them have been in Uttar Pradesh.

Shri Jashvant Mehta: What immediate steps have been taken to remove the bottleneck at Moghul-sarai Junction for movement of coal?

Shri Hathi: As I just now mentioned, the main decision or suggestion implemented is that the whole rake is moved without any transshipment

wherever direct connections are possible.

Asian Economic Development Institute

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*1061. { **Shri Maheswar Naik;**
Shri Ram Harkh Yadav:

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

(a) whether Asian Economic Development Institute will be set up under the auspices of the Economic Commission for Asia and the Far East;

(b) the aims and objects of the Institute thus proposed; and

(c) the financial implications involved in the proposal and how the outlay is proposed to be raised?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The main purpose of the Institute is to provide training to select- ed personnel of member and associ- ate member countries within the geographical scope of the ECAFE in order to raise the technical compet- ence of such personnel in the plan- ning and implementation of national development programmes. The Asian Economic Development Institute will also undertake research and advisory services. A copy of the resolution passed unanimously at the 19th Ses- sion of the ECAFE (held at Manila in March, 1963), establishing the Asian Institute for Economic Deve- lopment and Planning, in accordance with the provisions set out in Part- B thereof, is placed on the Table of the House. [Placed in the Library. See No. LT-1214/63].

(c) The total expenditure on the project, over a period of five years (1964-68), excluding land and build- ings, is estimated at \$3.3 million. The United Nations Special Fund has agreed to contribute two-thirds of the total cost (i.e. U.S. \$2.2 million)