

execution of this project upto Malia; and

(c) the time Government propose to take to arrive at a final decision in this matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) and (c). In addition to the survey of an entirely new B. G. route, the survey and investigation of an alternative scheme, involving conversion of the existing Wankaner-Surendranagar-Virangam MG section, was necessary in order to examine the possibility of relieving pressure on rail transport capacity of this heavily operated M. G. route. The survey of the alternative scheme is expected to be completed shortly and a decision will be taken as soon as the report is received and examined by the Railway Board.

The alignment across the Rann of Cutch between Kandla and Malia being common to both the alternatives, action is in hand for starting construction of this most difficult portion so as to avoid delay in completion of either of the alternative schemes, whichever is adopted finally.

Sugar Order, 1964

***831. Dr. L. M. Singhvi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have imposed a ban on the possession of more than one quintal of sugar in the Union Territory of Delhi under the Defence of India Rules;

(b) the circumstances necessitating the ban; and

(c) what other and related efforts are being made to ensure better distribution of sugar and to check hoarding and black-marketing?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes Sir, except under a permit.

(b) There were reports that sugar upto the limit beyond which a licence

was required was being stored in private houses for purposes of black-marketing.

(c) Quota cards have been issued to retailers and bulk consumers of sugar. In order to keep supervision over the activities of the quota card holders, Delhi Territory has been divided into a number of zones each being in the charge of an Area Inspector. Margins of profit have been prescribed both at wholesale and retail stages. The licensed sugar dealers are required to display prices of sugar. The export of products containing sugar is also banned except under permit.

दिल्ली राज्य केंद्रीय सहकारी भंडार

*८३२. श्री प्रकाशवीर शास्त्री : क्या सामुदायिक विकास तथा सहकार मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली राज्य केन्द्रीय सहकारी भंडार (देहली स्टेट सेन्ट्रल कोऑपरेटिव स्टोर) केवल एक प्राइमरी भंडार है, शोर्ष भंडार नहीं है;

(ख) क्या इसको कोयला, लोहा तथा इस्पात, चीनी और गूड़ जैसी वस्तुओं का थोक व्यापार करने के लिए लाइसेंस दिया गया है; और

(ग) प्राइमरी भंडार को थोक व्यापार सौंपने के सम्बन्ध में सरकार ने क्या नीति निश्चित कर रखी है ?

सामुदायिक विकास तथा सहकारिता मंत्रालय में उपमंत्री (श्री इयामधर मिश्र):

(क) जी हाँ ।

(ख) जी हाँ ।

(ग) (१) जिन क्षेत्रों में संगठन का मधीय ऋचा अपनाया जाता है वहाँ केन्द्रीय भण्डार अपने सम्बन्ध

प्राथमिक भण्डारों के लिए थोक व्यापार का कार्य अपने हाथ में लेता है।

(२) जिन क्षेत्रों में एकीय ढांचा अपनाया जाता है, वहां शाखाओं वाला प्राथमिक न्यभोक्ता सहकारी भंडार थोक व्यापार का कार्य अपने हाथ में लेता है।

(३) जिन क्षेत्रों में संगठन का मिश्रित ढांचा अपनाया जाता है वहां निर्णय समिति के स्वरूप पर निर्भर करेगा।

Railway Level Crossing Fund

*833. Shri P. C. Borooah: Will the Minister of Railways be pleased to state:

(a) whether his Ministry has taken up the proposal for creation of a Railway Level Crossing Fund with the Ministry of Transport and various State Governments on the lines of the Canadian Railway Grade Crossing Fund, as suggested by the Kunzru Committee in their report on Railway's Accidents; and

(b) if so, their reaction to this proposal?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). In regard to this recommendation of the Railway Accidents Committee in Part II of their Report, the following were given as 'Railway Board's Comments' in the "Summary of Observations and Recommendations contained in Part II of the Report of the Railway Accidents Committee 1962 and Railway Board's comments thereon", which was laid on the Table of the House on 10-2-64:—

"The proposal for the establishment of a Fund, as recommended by the Committee, is being exa-

mined with the Ministry of Transport and the State Governments. After the agreement of all the parties has been obtained, the concurrence of the Comptroller and Auditor General as also the approval of the Parliament will be sought. It may, however, be mentioned that even at present the Ministry of Transport allow loans to State Governments for meeting their share of the cost of construction of over and under bridges."

The Transport Ministry and the State Governments have been addressed in the matter, and their reaction will be known in due course.

Financial assistance asked for by different States towards the road authority's share of the cost of over and under bridges is being given by the Centre (namely, Ministry of Finance) as part of the assistance given towards development of State Roads included in each Plan.

Derailment of Train caused by camel

{ Shri D. C. Sharma:
*834. { Shri Onkar Lal Berwa:
{ Shri Vishwa Nath Pandey:

Will the Minister of Railways be pleased to state:

(a) whether a camel caused a derailment of a goods train between Darah and Morak Stations on the Kota Nagda Section of Western Railway on the 14th March, 1964 causing the death of the driver of that train;

(b) if so, the loss sustained; and

(c) the action taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) The approximate cost of damage to Railway property has been estimated at Rupees one lakh eighty eight thousand.

(c) Does not arise.