

or necessity of sending official Delegations to these African countries instead of sending private industrialists' Delegations?

**Shri Manubhai Shah:** Both the Delegations were there: mine was the official one and the other was the non-official one. The mixture is always better.

**Shri Hari Vishnu Kamath:** Will he lay a statement on the Table of the House on his visit to these African countries, sometime next week? It will be a good thing, if he does.

**Shri Manubhai Shah:** Yes, next week or as soon as the report is received.

**Shri Shinkre:** The hon. Minister has just now said that, in the countries which he visited recently, China has not been able to penetrate commercially. May I, therefore, know which are the countries then with which China has been able to expand its export trade to the tune of Rs. 2,500 to Rs. 2,800 crores per year?

**Mr. Speaker:** That question does not arise.

**Shri Bhagwat Jha Azad:** May I know whether it is a fact that recently the prospects and atmosphere for joint venture in African countries have received a setback because out of dozens of licences granted to a few industrialists, excepting one or two, the others are still rotting in the pockets of these industrialists?

**Shri Manubhai Shah:** It is not true. As a matter of fact, every one of them is being used. I myself flew day before yesterday to Kisumu where a big Indian textile factory is coming up. It has become a temple for industrialists....

**Shri Bhagwat Jha Azad:** We know that there is one Birla's temple in Nigeria, but we are asking about other temples.

**Shri Manubhai Shah:** In Nigeria four factories are coming up; in Ethio-

pia, two textile factories are running. I have already laid on the Table of the House information about the actual factories which are running there.

**श्री सरजू पाण्डेय :** मैं जानना चाहता हूँ कि जो हमारा डेलीगेशन बाहर गया था उसके बाद उन मुल्कों में किस तरह की मिलें या कारखानों की स्थापना करने पर विचार किया जा रहा है।

**अध्यक्ष महोदय :** उनकी रिपोर्ट अभी आने वाली है।

#### Incentive Scheme in Railway Workshops

\*481. **Dr. Sarojini Mahishi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the 'Incentive Scheme' introduced in the Railway Workshops has been a failure;

(b) whether the staff receive double their pay by doing the same job with no increase in their out-turn; and

(c) whether this has caused discontentment among the workers to whom this scheme is not made applicable?

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** (a) No, Sir.

(b) No, Sir. The incentive bonus, for which there is a ceiling limit of 50 per cent, is strictly related to the number of man hours saved in doing specified jobs.

(c) No, Sir.

**Dr. Sarojini Mahishi:** May I know what are the estimates of additional out-turn during the period in which the incentive scheme was working?

**Dr. Ram Subhag Singh:** Compared with the pre-incentive period, i.e., 1957-58, there has been a 50 per cent improvement in productivity in the Railway workshops.

**Dr. Sarojini Mahishi:** May I know the difficulties experienced by Government in making this scheme applicable to the other workers who are also very keen to take advantage of this?

**Dr. Ram Subhag Singh:** Actually, there are about 1,21,218 workers in our workshops, and virtually 93.5 per cent of the workers who are supposed to be engaged on production work are covered by this. Those who are not on that type of work are not covered.

**Shri Bishwanath Roy:** May I know whether there is any regular system of estimating the actual increase in output by this scheme?

**Dr. Ram Subhag Singh:** Yes, there is a scientific system to determine it.

**Shri A. P. Sharma:** In view of the fact that this incentive scheme has not only increased the productivity in the railways but has also proved beneficial to the workers, is the Railway Administration contemplating any incentive scheme for the rest of the workers?

**Dr. Ram Subhag Singh:** As I have said earlier, this scheme has been extended only to the production units. Regarding the other units, the question has not yet been taken up.

**Dr. Ranen Sen:** When the incentive scheme was introduced in the railway workshops, did the railway authorities institute a thorough and good method of finding out the norms on the basis of which this incentive scheme could be introduced?

**Dr. Ram Subhag Singh:** According to our own light, the system that we have introduced is more or less good; only if it had not been of the proper standard could we have conceived of the idea suggested by the hon. Member.

**Shri S. N. Chaturvedi:** May I know whether the waging has been done on the basis of the man-hours or on the basis of production?

**Dr. Ram Subhag Singh:** The allowed time is computed from basic data built by an analytical method and includes allowance for general handling, gauging, fatigue and so on and so forth.

**Shri S. M. Banerjee:** According to the hon. Minister about 1,20,000 workers would be covered under this scheme, and they are mostly doing productive jobs. May I know whether Government contemplate to expand this scheme even to those workers who are incidental to production, in other words, who are helping production though not exactly engaged in the production job?

**Dr. Ram Subhag Singh:** As regards those engaged on ancillary jobs incidental to production, the scheme has not yet been made applicable to them. We have for the time being confined it to direct production. The earlier question by Shri A. P. Sharma also related to this, and he also suggested in a way that the scheme should be extended to the rest of the railway workers also; that question has not yet been considered.

**Shri S. M. Banerjee:** My question was different.

**Mr. Speaker:** The hon. Minister says that for the present there is no proposal to extend the scheme to the other sections of the workers.

**Shri S. M. Banerjee:** I wanted to know whether the scheme would be extended to cover those workers who are helping production.

**Mr. Speaker:** That is what the hon. Minister has already answered. He has said that those who are helping incidentally in production are not covered yet.

**Shri D. N. Tiwary:** May I know whether Government have any idea of the amount paid by way of incentive to the workers?

**Dr. Ram Subhag Singh:** It comes to about 27 per cent. Somewhere it is more than 40 per cent, somewhere

else it is 36 per cent, but in no case is it less than 27 per cent; on an average it comes to about 27 per cent.

#### Broad-Gauge Rail Link for Assam

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\*483. **Shri P. C. Borooah:**  
**Shrimati Renuka Berkataki:**

Will the Minister of Railways be pleased to state:

(a) whether Government's attention has been drawn to the demands of the traders of Assam for improving the link provided by the broad-gauge line between Assam and the rest of the country, as summed up in the report published in the *Statesman* dated the 14th October, 1965; and

(b) if so, Government's reaction to these demands?

**The Deputy Minister in the Ministry of Railways (Shri Sham Nath):**

(a) Yes, Sir.

(b) The broad gauge link to Bongaigaon and Jogighopa will have a capacity of about 600 broad gauge wagons after the railway bridge, incorporated in the Farakka Barrage, is completed. The capacity of the wagon ferry at Farakka has already been augmented to 400 wagons per day, and, therefore, this is the present limiting capacity. Road and River transport facilities for handling traffic beyond Bongaigaon and Jogighopa are yet to be augmented and hence the 400 wagon capacity of Farakka Ferry is not fully utilised at present. Schemes are on hand for augmenting movement facilities beyond Bongaigaon and Jogighopa. The traffic requirements to Assam area can be fully met, by the present 400 wagon ferry capacity and later with 600 wagon capacity on the bridge over the Barrage. Therefore, there is no justification in going in for the considerable investment required for a second ferry at Sakrigalighat and a new broad gauge line between Sakrigalighat and Kumedpur.

**Shri P. C. Borooah:** Is it not a fact that due to repeated suspension of the river traffic through Pakistan waters to Assam, the Government of Assam and the Assam Congress represented to the Prime Minister during his recent visit to the State that immediate construction of the extension of the broad gauge link beyond Bongaigaon to Gauhati should be undertaken to improve the transport facilities in Assam? May I know the Government's reaction to it?

**Shri Sham Nath:** As regards the metre gauge line beyond Bongaigaon and Jogighopa, we are taking several steps to augment the capacity of this section and with a view to increase that capacity, a centralised traffic control system has recently been introduced. It is hoped that with the introduction of this system, the capacity of this metre gauge line will be augmented to a considerable extent.

**Shri P. C. Borooah:** That was not my question.

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** The hon. Member had asked whether it is a fact that a representation was made to the Prime Minister when he visited the State for extending the broad gauge line beyond Jogighopa. The Government of Assam have also approached the Planning Commission and the Railway Ministry. The entire thing will be gone into.

**Shri P. C. Borooah:** Will Government take up the construction of the small stretch of broad gauge line between the north bank of the Ganga and Kumedpur, a distance of only 3 miles?

**Shri Sham Nath:** As regards the suggestion for another ferry at Sakrigalighat with a view to increase the distance between this ferry and the international border, it has been estimated that the increase in distance will be only about 25 kilometres and therefore, there would not be any particular advantage in