

letters. To the extent land is made available, we shall give preference to plantation expansion. Wherever forest areas have been made available in Madras or Mysore, we have increased the plantations.

**Heavy Engineering Corporation,
Ranchi**

*636. **Shri P. R. Chakraverti:** Will the Minister of Industry be pleased to state:

(a) whether Government have asked the Heavy Engineering Corporation, Ranchi to change its pattern of production in order to cut down imports;

(b) whether similar orders have been issued to other public sector undertakings to diversify their production to meet not only the requirements of the public sector but also of the private sector;

(c) whether these units have taken steps to look for substitutes within the country; and

(d) the results achieved so far?

The Minister of State in the Ministry of Industry (Shri Bibudhendra Misra): (a) and (b). While no instructions to change or diversify the production programmes as such have been issued to Public Sector Undertakings, the need for cutting down imports by substitution of indigenous material, developing ancillary industries and reducing inventories to the absolute minimum has been stressed.

(c) Yes, Sir; some have made a beginning.

(d) So far H.E.C. has effected savings of the order of Rs. 1.16 crores and Hindustan Machine Tools Rs. 1.58 crores. Information on other projects is being collected.

Shri P. R. Chakraverti: While appreciating the fact that changing of pattern of production involves a good

deal of research and analytic study, may I know whether the Government have advised them to set up some research cells for this purpose?

Shri Bibudhendra Misra: This public sector undertaking, I am told, has its own, apart from the collaboration, research cell.

Shri Ranga: That is not what the hon. Member wanted to know. He wanted to know whether this unified research centre has been started anywhere in order to study the possibilities of import substitution?

Shri Bibudhendra Misra: These public sector undertakings vary in their production programmes, they vary in their items of manufacture. Therefore, they have set up their own research cells, they have their own experts.

The Minister of Industry (Shri D. Sanjivayya): Sir, a few days ago I answered a question here. The Council of Scientific and Industrial Research met and they divided themselves into 15 committees. Those committees are specifically going into this question of import substitution. Their reports would have been made available on 8th March. So the reports are with us and we will certainly take decisions on them.

Shri P. R. Chakraverti: May I know what special facilities have been made available to these undertakings, both public and private, to promote research and also requisition the services of eminent scientists who are working at the university level?

Shri D. Sanjivayya: We always avail of the facilities and talents available in the universities. We invite them for discussions at conferences and in that way we utilise them.

Shri Kashi Ram Gupta: May I know whether any of the import substitutions are to be classified and categorised for public sector and private sector separately; if so, whether Government has taken up the matter with

the different public sector undertakings?

Shri D. Sanjivayya: We had a conference of all the heads of public undertakings sometime in July 1985. When we think of import substitutions, we do not think compartmentally in the sense of private sector and public sector, we think in terms of the entire country.

Late Running of Trains

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- *631. **Shri Vishwa Nath Pandey:**
Shri M. L. Dwivedi:
Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri Subodh Hansda:
Shri S. C. Samanta:

Will the Minister of Railways be pleased to state:

(a) whether the late running of trains has increased in 1985 on the various Railways particularly on the North Eastern Railway main line and branch lines;

(b) if so, how it compares with the performance in the preceding year; and

(c) the steps taken to improve the situation?

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

(b) The average overall punctuality performance of passenger carrying trains including those running on the North Eastern Railways in 1965 registered some improvement as compared to that in 1964, being 87.1 per cent on B.G. and 90.9 per cent on M.G. in 1965 as against 85.8 per cent and 89.9 per cent respectively in 1964.

(c) Efforts to improve performance further, continue.

श्री विश्वनाथ पाण्डेय : मैं यह जानना चाहता हूँ कि रेलवे के घटकर कई जोन हैं तो 1965 में किस जोन में गाड़ियों के देर से चलने के मामलों में कम वृद्धि हुई है और किस जोन में सब से अधिक वृद्धि हुई है ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : यह जोन का सवाल है और काफ़ी प्रांकों हैं। अगर कहें तो मैं यहाँ रख दूँ ?

अध्यक्ष महोदय : टेबिल पर रख दिया जाये।

डा० राम सुभग सिंह : टेबिल पर रख दोगे।

श्री विश्वनाथ पाण्डेय : जैसा कि मंत्री महोदय को ज्ञात है कि पूर्वोत्तर रेलवे बिहार से और उत्तर प्रदेश की जमीन से काफी निकलती है और यह देखने में आया है कि कानपुर पर्वेजर ट्रेन, कानपुर एक्सप्रेस ट्रेन, प्रवध तिरहुत रेलवे जो उधर से आती है और जाती है तो बहुत से मुसाफिर बिना टिकट उस पर चढ़ते हैं और चेन को पुल करके गाड़ियों को रोक देते हैं, इसलिए बहुत से स्टेशनों पर ट्रेन देर से पहुँचती है तो मैं जानना चाहता हूँ कि मंत्री महोदय ने या सरकार ने क्या प्रबन्ध किया है कि इस तरीके की कार्यवाही लोग न करें जिससे ट्रेन उन स्टेशनों पर समयानुसार आ सके ?

श्री स० मो० बनर्जी : कानपुर में मेरे पलावा और कोई बिना टिकट नहीं बैठता है।

डा० राम सुभग सिंह : यह सही बात है और जैसा कि पाण्डेय जी को पूरा परिचय है इस इलाके से और बनर्जी साहब को भी है, इसके बारे में प्रार० पी० एफ० द्वारा या और स्पेशल चैकिंग रकॉर्ड द्वारा रोक थाम की जाती है। हालाँकि इधर काफी इम्प्रूवमेंट हुआ है लेकिन थ्राम्प अप सोच सकते हैं कि एन० ई० प्रार० में और एन० एफ० रेलवे पर जलाया गया और गाड़ियों रोकी गई और जगहों पर तो इसका पम्बु-बलिटी पर एडवर्स प्रभाव पड़ता है।

श्री स० ला० द्विवेदी : माननीय मंत्री जी ने प्रश्न के उत्तर में तो नहीं बताया लेकिन