

Shri Basappa: May I know, at the time of taking the decision, whether any time-limit had been fixed for the manufacture of this equipment in these various units?

Shri T. N. Singh: There is already a scheduled programme for construction and accordingly we have been in communication with the Soviet authorities to get drawings for various equipment that are to be manufactured here and some drawings have already come and many more are expected to come. We are keeping upto the schedule uptil now. I can't say about the future.

Shrimati Tarkeshwari Sinha: What were the main reasons which led to the variation of cost estimates between the schemes submitted by the Indian consultants of Dastur & Co. and the Russian engineers.

Shri T. N. Singh: I am afraid, this is outside the Question. In any case, I am willing to answer with your permission, Sir.

It is not a question of the same equipment being quoted at different costs. In the designing and planning of any particular project, you may require certain types and quantity of manufactured equipment and, accordingly, there is a programme of manufacture of certain equipment. In regard to what should be the capacity of rolling mills or what should be the size of the L.D. convertor and so on, there are differences and according to the size and capacity planned, the costs vary.

Exports to U.S.A.

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*365. **Shri B. K. Das:**

Shri P. R. Chakraverti:

Will the Minister of Commerce be pleased to state:

(a) whether Government have advocated the need for having an orthodox and different approach to promote India's exports to U.S.A. where people look for not only sophisticated but also products;

(b) whether any estimate has been made about the measures already taken to step up India's exports to U.S.A.; and

(c) if so, any improved technique sought to be introduced in the near future for its augmentation?

The Minister of Commerce (Shri Manubhai Shah): (a) U.S.A. provides one of the most expanding markets for India's exports of new and non-traditional lines of manufacture. It is the policy of the Government to adopt new techniques for promoting India's exports to that market and such other markets.

(b) The result of promotion measures already taken to step up exports to U.S.A. is fully reflected in the sizeable increase of 44 per cent in Indian's export to U.S.A. from Rs. 102.5 crores in 1960-61 to Rs. 148 crores in 1965-66.

(c) The measures adopted so far are constantly reviewed with a view to improving their effectiveness and developing new techniques, specially suited to meet the requirements of the U.S. market.

Shri B. K. Das: May I know whether with regard to any particular commodity any other country has come in the field with better technique?

Shri Manubhai Shah: It varies from country to country depending on environments. Regarding underdeveloped countries, we think we have some of the best techniques.

Shri B. K. Das: There has been a fall in the export of jute goods to U.S.A. May I know what is the reason for the present fall in export to U.S.A.?

Shri Manubhai Shah: There has not been any fall in terms of earnings, but the quantity has fallen because raw jute is scarce. The crop last year was not up to the mark due to failure of monsoon. This year the monsoon

has been delayed by a month and, therefore, raw jute is coming slowly. As soon as raw jute arrivals pick up and imports from Thailand and Pakistan catch up, we hope to export more jute goods this year than in the past.

Shri D. C. Sharma: So far as I, know, the U.S.A., apart from other things, wants luxury goods in terms of brocades and other things. May I know what has the Government of India done to satisfy the demands of luxury goods, especially in the case of women of U.S.A.?

Shri Manubhai Shah: One item which was striking so far but which has again disappeared is the bleeding Madras fabric which was both for ladies wear and gents' wear. Also the garments made from different fabrics have well caught up. About engineering goods, some of the sophisticated products of luxury type are also going fast into that country. It is our intention to participate in that expanding market for those types of goods.

Shri Tyagi: The hon. Minister has just stated that there was shortage of raw jute in India for the purpose of exports to America. May I know if it is a fact that the subsidy which was lately granted on the import of raw jute from outside is now going to be withdrawn?

Shri Manubhai Shah: The matter is under consideration.

Shri Tyagi: What steps are Government taking to encourage import of raw jute so that our exports may go up?

Shri Manubhai Shah: We hope to take all suitable steps.

Shri S. Kandappan: With regard to the export of Bleeding Madras to USA it has, for some time past, been facing acute competition from advanced countries like Japan which are dumping imitation goods. I would like to know what is the position now and what steps Government have taken or propose to take and whether they are hopeful that we can gain the

market and improve the market for Bleeding Madras in U.S.A.?

Shri Manubhai Shah: The market for Bleeding Madras is temporarily out. It has depressed so much that the taste has considerably changed and new types of designs and structures of the fabrics are under preparation.

Self-sufficiency in the manufacture of Railway Engines and Wagons

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*368. **Shri H. C. Linga Reddy:**
Shri P. R. Chakraverti:
Shri Vishwa Nath Pandey:
Shrimati Savitri Nigam:

Will the Minister of Railways be pleased to state:

(a) the extent to which the Indian Railways have become self-sufficient in the manufacture of engines, wagons and other accessories in the country in the Third Plan Period;

(b) the machinery in regard to which exports are possible; and

(c) the extent of exports effected so far in terms of both machinery and money?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). The Indian Railways are more or less self-sufficient in the manufacture of:—

(i) Steam Locomotives.

(ii) Passenger Coaches.

(iii) Freight wagons of all types.

(iv) Train lighting equipment, Mechanical Signalling equipment, Vacuum brake equipment, Track material, etc.

Export of the above items of equipment is, therefore, possible.

(c) Orders for export secured by various Indian manufacturers have been for 480 wagons (value Rs. 1.57 crores) from East African Railways, 500 wagons (value 1.62 crores) from Hungary and 33 coaches (value Rs. 59.33