

श्री कानुंगो : मैं ने पहले कहा है कि
मॉस्ट आफ इट इन फार एकचुअल यूजर्ज ।

Shri Bhagwat Jha Azad: I want to know whether it is a fact that the thing is being sold in blackmarket at Rs. 5600 per ton instead of at Rs. 3600 per ton which is the price fixed by Government, and if so, whether this has been looked into or not.

Shri Kanungo: No complaint has been received either by the Director of Industries in the different States or by Government about this situation that it is being sold by anybody at Rs. 5600 per ton.

Shri P. Kunhan: May I know whether any geological survey has been conducted in this respect so far in India?

Shri Kanungo: Yes, it is a continuing process, but unfortunately, we have not been able to get adequate deposits of copper.

Shri Warrior: The hon. Minister was pleased to say that the complaints were regarding the pricing. What was the actual price at which it was sold, and what was the controlled price?

Shri Kanungo: That depends upon the different consignments. We allow 3½ per cent over the c.i.f. prices, and a dispute occasionally arises about the prices.

Accumulation of Iron Ore Stocks at Orissa Mines

*1476. **Shri Surendranath Dwivedy:** Will the Minister of Commerce and Industry be pleased to state.

(a) whether it is a fact that there is a huge accumulation of iron at different Orissa mines and railheads uncovered by the State Trading Corporations orders; and

(b) whether any action is proposed to be taken to market those stocks?

**The Minister of International Trade
in the Ministry of Commerce and**

Industry (Shri Manubhai Shah): (a)
No, Sir.

(b) Does not arise.

Shri Surendranath Dwivedy: On the 12th of this month, the Railway Minister had replied that the outstanding indents of ore traffic awaiting clearance at Barajamda were 2713 BG wagons and those awaiting clearance at Badampahar were ten BG wagons, that is to say, so much iron ore had been accumulating there. But, now the hon. Minister says that there is no accumulation.

Shri Manubhai Shah: The total tonnage as reported by our field officers who recently visited all these areas in Orissa is that in the Barbil-Banspani-Barajamda area it was 2,61,530 tons, in Jajpur-Keonjhar region about 13846 tons, and at Badampahar 4310 tons. The total is about 2,79,000 tons.

I would only request the hon. Member to appreciate that compared to the large offtake, this is not a very big accumulation.

Shri Surendranath Dwivedy: This figure does not tally with that given by the Railway Minister. At the same time, I would like to know whether for the last two years, the STC was purchasing iron ore from the private mine-owners and supplying to the Hindustan Steels, but now, they have stopped it, and, therefore, there is accumulation of stocks. If so, are they making any efforts to market this ore?

Shri Manubhai Shah: It is true that the captive mines of the Hindustan Steels have now gone into production, and, therefore, the offtake by the STC from the private mine-owners in that region has considerably gone down, and we are, therefore, concentrating on exporting these ores to foreign countries, so that the present mining capacity may continue and also develop further, but our real trouble there is in regard to the movement of goods. As against the STC's purchase commitment of 9 lakhs tons, the actual movement up to April, 1962

has only been 1,44,000 tons. That means, it will be half of what is committed for. We are pressing upon the Railway Ministry and everybody else concerned to provide for more transport, and we hope that the position will improve gradually.

Shri Vidya Charan Shukla: Do the figures quoted by the Minister relate to accumulation at the rail-heads or do they also include accumulation at the pitheads?

Shri Manubhai Shah: This is only a field survey. I do not vouchsafe for everything written there. But broadly speaking, from the size of the heap etc. we calculate, and it is not considered by any measure a large accumulation. The real problem, as the hon. Member previously pointed out, is that the Captive mines of HSL have gone into production and to that extent, the offtake by STC has gone down. Therefore, we are concentrating on exports.

Shri Vidya Charan Shukla: My question was not answered. I asked whether the figures quoted by him include accumulations at the pitheads or relate only to accumulation at the rail-heads.

Shri Manubhai Shah: Rail-heads. It is not possible to estimate at every point as to what is the collection, at pitheads.

Shri Surendranath Dwivedy: The Minister says that there is difficulty in transportation. May I know whether as a result of it the production of private mine-owners, whatever is there, cannot be exported and as a result their mines are likely to be closed down?

Shri Manubhai Shah: They may not close down, but the fear is there that whatever was the expansion, that particular rate of growth might be halted. Therefore, our attention is now being rivetted much more to exports. We want to export more and more iron ore. As the House is aware, for this year we have targeted for an export of 5 million tons. The real bottleneck in the export of iron

ore is primarily lack of transport. We have been taking up the matter with the Railway Ministry and we hope that matters will improve and more ore will be exported.

Shri Vidya Charan Shukla: May I seek a clarification from you? Part (a) refers to accumulation of iron ore at the mines and rail-heads. The hon. Minister says that the figures quoted by him concern only rail-head accumulation. I wanted figures both in respect of rail-head accumulation and pit-head accumulation.

Mr. Speaker: He has answered that

Shri Manubhai Shah: I have already explained that earlier. It is impossible to estimate at every mine head what is the accumulation. Generally speaking, the practice in the mining areas is to move as much of the production as possible to the railheads. If there is too much accumulation at the railheads, automatically production at the mines will also be affected and there will not be a large accumulation there at pitheads.

Customs Barrier in Goa

*1477. **Shri Nath Pai:** Will the Prime Minister be pleased to state how long Government propose to maintain the customs barrier between Goa and the rest of India?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): In order to avoid a sudden change in the living pattern of the people of Goa, Daman & Diu, the Government are allowing import of a limited quantity of some commodities which are not allowed to be imported into the rest of India. Moreover, pending detailed scrutiny the existing Portuguese laws, including the Tariff laws, are being continued in force in the Union Territory. In view of this and in order to prevent such imported goods moving into the rest of India the Government maintain a check on carriage of goods from Goa, Daman & Diu to other parts of India. This check would be removed as soon as the import policy for Goa,