

**Shri Basumatari:** May I know whether the State Government of Assam has submitted any scheme to have district roads?

**Shri Raj Bahadur:** I do not know whether Assam Government has submitted any scheme for rural roads. I do not think they will submit it to us.

**Shri Hem Raj:** May I know whether the Punjab Government has asked for any extra allotment for the development of the hilly regions of the Punjab?

**Shri Raj Bahadur:** Even if they ask we do not have separate funds for the hilly areas as far as the Transport Ministry is concerned.

#### I.A.C. Stations Managed by Private Agents

\*411. **Shri Basumatari:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of I.A.C. Stations with names managed by the private agents; and

(b) the reasons for having private agents and hitch in permitting the private operators to help clear traffic and cargo on routes where I.A.C. flights are generally full with long waiting lists?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) The Indian Airlines Corporation have appointed private agents at eleven small stations viz Allahabad, Jodhpur, Udaipur, Indore, Bhopal, Gwalior, Chandigarh, Kulu, Kandla, Ranchi and Jamshedpur.

(b) These agents have been appointed by the Corporation at stations where in the interest of economy they cannot function themselves. The

question of permitting private operators to operate air services is altogether on a different footing.

**Shri Hem Barua:** May I know whether it is a fact that the Kalinga Airlines are allowed to operate air services between Bombay and Baroda?

**An Hon. Member:** There is a separate question.

**Shri Mohiuddin:** There is a separate question on that coming later on.

**Shri Hem Barua:** That can be replied to.

**Mr. Speaker:** The hon. Member will write to me.

**Shri Hem Barua:** The questioner is not present. Therefore my question can be allowed.

**Mr. Speaker:** No.

**Shri Basumatari:** May I know whether it is a fact that due to the non-permission to the private operators there are a large number of essential commodities held up as IAC has no adequate flight to take out those commodities?

**Shri Mohiuddin:** The word 'private operator' is used in quite a different sense. Private operator means an operator who flies an aircraft. The hon. Member is perhaps confusing the private operator with private agents who have been appointed to handle traffic from the port to the town. For example, they provide transport, that is, the bus service and take the passengers to the town and bring them to the airport at the fixed time. They also sell tickets locally.

**Shri Hem Barua:** May I ask a supplementary question?

**Mr. Speaker:** If he does not ask his supplementaries, I will come to the other question quickly.

**Pandit D. N. Tiwari:** What commission is given to these private agents and what is the total amount that has been paid in 1960-61?

**Shri Mohiuddin:** I have not got those figures.

**Shri Harish Chandra Mathur:** May I ask a question?

**Mr. Speaker:** I will allow him an opportunity on some other question.

#### Cost of Loco<sup>s</sup> at Chittaranjan

\*414. **Shri Supakar:** Will the Minister of Railways be pleased to state:

(a) whether the cost of production of electric locomotives at Chittaranjan is competitive with imported locomotives; and

(b) whether both A.C. and D.C. locomotives will be produced in Chittaranjan in the near future?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) The exact cost of the type of electric locomotive produced at Chittaranjan is not yet available and comparison with imported cost is not feasible at this stage.

(b) Yes, Sir.

**Shri Supakar:** What proportion of the cost of manufacture of the electric locomotives will be from foreign countries? What value of the components for the production of electric locomotives will come from foreign countries?

**Mr. Speaker:** What is the percentage of the cost for the locally made articles and for the imported ones?

**The Minister of Railways (Shri Jagjivan Ram):** At present we have undertaken the manufacture of electric locomotives in the Chittaranjan Locomotive Works. The mechanical parts are to be manufactured there and the electrical parts are to be manufactured at the Heavy Electricals

at Bhopal. When the Heavy Electricals at Bhopal goes into commission and starts manufacturing, it can safely be presumed that 100 per cent manufacture will be indigenous. But at present the electrical parts have to be imported. The indigenous part, therefore, is nearly 40 per cent.

**Shri Ranga:** What is the estimated cost of the electric locomotives compared to the landed cost of the imported ones?

**Shri Jagjivan Ram:** It has just now been answered.

**Mr. Speaker:** The same question was asked and he said that at this stage they are not able to give that.

**Shri Ranga:** He only said that they do not have the exact information as to what it would cost actually. But if they are to have a kind of a plan for the production of these things, they should have made an estimate as to how much it would cost.

**Mr. Speaker:** They must be knowing the landed cost of a foreign or imported locomotive.

**Shri S. V. Ramaswamy:** This relates to the DC 1500 horse power locomotives. Formerly we imported from Japan at a cost of Rs. 8.95 lakhs. The English Electric one cost Rs. 10.64 lakhs.

**Shri T. B. Vittal Rao:** When?

**Shri S. V. Ramaswamy:** When we imported some years back.

**Shri T. B. Vittal Rao:** So this is out of date now.