

(a) the number of tractors imported into India during the year 1950-51 (i) on Government account, and (ii) on Private account;

(b) the approximate cost under each head and the countries from which they were imported; and

(c) what is the policy regarding import of tractors for 1952-53?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). A statement showing the total number of tractors imported into India during 1950-51, the countries of their origin and approximate cost is laid on the Table. [See Appendix III, annexure No. 31.]

The number of tractors imported on behalf of the Ministry of Food and Agriculture during the same period was 117 as indicated below:—

Country of origin	Quantity	Value
		Rs.
United Kingdom	41	3,56,774
U.S.A.	76	45,34,168
TOTAL	117	48,90,942

(c) According to the existing policy which is for the present valid up to end of June, import of tractors of less than 15 H.P. at the draw bar and those operated on petrol is completely banned as such tractors are not considered suitable for general agricultural operations under Indian conditions. Subject to these over-riding considerations licences for import of tractors are issued freely provided the importers concerned fulfil the following qualifications:—

- (i) Importers should be accredited agents of the manufacturers of the tractors to be imported;
- (ii) Importers should have adequate after-sale service facilities and trained service engineers, competent to undertake proper repairs;
- (iii) Importers should import 15 per cent. of the value of their tractor imports as spare parts;
- (iv) The tractors to be imported should be duly covered by an official test certificate from the Government of the country of origin.

The licensing policy for the half year July—December, 1952 is still under consideration and will be announced shortly.

COMMERCIALISATION OF RAILWAY COLLIERIES

89. Shri N. P. Sinha: (a) Will the Minister of Railways be pleased to state whether the Government Railway Collieries are proposed to be commercialised and a joint stock company formed?

(b) If the answer to part (a) above be in the affirmative, what are the reasons for the same and had the Parliament been consulted or not?

(c) What changes are likely to occur in respect of the services of the Colliery Superintendents, Colliery Managers and others?

(d) Will they be retained on the same pay and privileges of leave, pensions, provident funds, etc., which they are entitled to now?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The question is still under consideration and no final decision has been taken.

(b) to (d). Do not arise at present.

PLAINS TRIBAL AREAS OF ASSAM

90. Shri Brohmo-Choudhury: (a) Will the Minister of Home Affairs be pleased to state whether it is a fact that the Assam Government submitted to the Union Government a Scheme of Works for the improvement of the Plains Tribal Areas of Assam and requested for a grant under Section 275 of the Constitution for the working of the Scheme and if so, what was the amount?

(b) Has the Union Government paid the amount to the Assam Government?

(c) If not, when would the amount be paid to them for the said purpose?

The Minister of Home Affairs and States (Dr. Katju): (a) Yes; the cost of the Scheme submitted by the State Government for 1952-53 is Rs. 22.6 lakhs.

(b) and (c). The matter is under consideration and orders are expected to be issued at an early date.

HINDI EQUIVALENT NAMES FOR RAILWAYS

91. Dr. Ram Subhag Singh: Will the Minister of Railways be pleased to state:

(a) whether the Government have arrived at any decision in regard to the Hindi equivalent names of the recently constituted six different groups of the Indian Railways; and