

एक नये कारखाने की स्थापना के लिये एक नवनीय कर्म को लाइसेंस दिया है ;

(ख) यदि हाँ, तो उस परियोजना की मुख्य बातें क्या हैं ; और

(ग) किन-किन देशों से पूंजी उपकरण आने का विचार है ?

उद्योग मंत्री (श्री मनुभाई साहू) :  
(क) से (ग) एक विवरण नया की नेत्र पर रखा जाना है ।

### विवरण

मं० श्री बैद्यनाथ धायबंद नवन प्राइवेट लि०, कमकला को उद्योग (विकास नया नियमन) अधिनियम, १९५१ के अधीन एक लाइसेंस दिया गया है। इसके अनुसार "धमोक पेपर मिल्स लि०" नाम से दरभंगा, बिहार में एक नया कारखाना खोला जायेगा जिसमें निम्नाई तथा छपाई का १५,००० टन कामज और १६,५०० टन मुषदी प्रति वर्ष बना करेगी। यह कारखाना १९६१ के अन्त तक स्थापित हो जाने की संभावना है। इसके लिये २८० लाख रु० के पूंजीगत उपकरण आयात करने की आवश्यकता होगी। इन में से कुछ उपकरण अमेरिका से निर्यात आयात बैंक ऋण योजना के अधीन और कुछ उपकरण फ्रांस से फ्रान्सीसी ऋण योजना के अन्तर्गत आयात किये जायेंगे। उपकरण देने वाली फ्रेंच कंपनी इस योजना की पूंजी में ३० लाख रुपये लगावेगी।

बंकिम हा० ना० सिन्धारी : मैं जानना चाहता हूँ कि इस फैक्टरी में किन्हीं पूंजी मजदूरी और नवनीय से क्या उन लोगों ने विचार कि नाम लाइसेंस मिला है, उन्होंने कर्म के लिये भी दरखास्त दी है और यदि हाँ तो कितना कर्म संभव हुआ है ?

श्री मनुभाई साहू : इसकी पूंजी कोई ४, ५ करोड़ रुपये तक होगी। जहाँ तक केन्द्रीय सरकार और राज्य सरकार का सम्बन्ध है उसने कोई इन्डरेक्ट कमिस्टेंट या सब नहीं मानी है लेकिन इन्डस्ट्रियल फाइनेंस कारपोरेशन से और बैंकों से जो भी नियम के अधीन महायता दी जा सकती है वह जरूर उनको मिलेगी।

श्री राम सिंह भाई वर्मा : क्या श्रीमान् यह बनाने का . . .

Mr. Speaker: The hon. Member is going on changing from place to place. He was sitting there. Today he is sitting here.

श्री राम सिंह भाई वर्मा : क्या श्रीमान् यह बनाने का कष्ट करेंगे कि इन कैड्री की पर डे क्या कैपेसिटी है ?

श्री मनुभाई साहू ५० टन है।

Shri Shree Narayan Das: By what time this firm will be able to produce paper?

Shri Manubhai Shah: Within three years.

### Export of Iron Ore

\*1910 Shri Panigrahi: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 1316 on the 17th September, 1959, and state:

(a) whether the anticipated exports of iron ore from the various ports in India for 1958-59 had been completed; and

(b) if not, the reasons therefor?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):  
(a) No, Sir

(b) The buyers failed to lift the contracted quantities according to agreed schedule of delivery.

Shri Panigrahi: May I know by what time these anticipated targets of export from these ports are going to be completed?

**Shri Satish Chandra:** The State Trading Corporation contracted for the supply of about 3 million tons last year. Actually 2.4 million tons were exported. We have contracts for 3 million tons this year. We hope that if there is no hesitancy on the part of the buyers, this entire quantity will be lifted.

**Shri Panigrahi:** Is it because there is less demand for iron ore in those countries that the buyers did not purchase or there are other reasons for which the iron ore could not be exported?

**Shri Satish Chandra:** In 1958 there was a general recession in steel production all over the world. That was responsible for the delivery dates being pushed by the buyers themselves.

**Shri Vidya Charan Shukla:** The hon. Deputy Minister just now said that there was hesitancy on the part of the buyers. May I know whether we have contracts with the buyers or not and in these contracts, do we not safeguard ourselves against such hesitancy?

**Shri Satish Chandra:** We do safeguard against these things. But, we have long term contracts, huge contracts with particular countries. We have to appreciate their difficulties and accommodate them as far as possible. Out of a shortfall of about 6 lakh tons, the shortfall in exports to Japan was about 4 lakh tons. It purchases huge quantities of iron ore—the biggest customer. We have to appreciate their difficulty.

**Shri Achar:** Is it not a fact that large quantities are lying idle in the ports in the west coast, Karwar, Mangalore, for want of shipping facilities for export, for the last 4 or 5 months?

**Shri Satish Chandra:** Manganese?

**Shri Achar:** Iron ore

**Shri Satish Chandra:** The difficulty is Hospet—Bellary and other areas—Sukinda etc.—where there are large iron ore deposits is not only lack of

shipping facilities, but the limited railway transport facilities available. The movement capacity is limited by transport facilities.

**Shri Achar:** My question is this. Large quantities are lying idle in Mangalore. It is not about Bellary. I am asking about Mangalore. It is a port. Large quantities are lying idle there.

**The Minister of Commerce (Shri Kanungo):** May I submit that Mangalore is a seasonal port and for a large part of the year it is unworkable.

**Shri Ranga:** Is anything being done to improve the total number of railway wagons that may be made available for this particular purpose and also to improve the condition of the roads in this part? According to the latest reports, the roads have been cut up and are in a very bad condition. The charges that are being levied by the lorries have gone up to an uneconomic limit.

**Shri Satish Chandra:** The Ministry of Railways and the Ministry of Transport and Communications are considering the development of Railway links and the development of Mangalore as a major port for the purpose of exporting as much iron ore as possible. Certain buyers in Germany, Italy and the U.K. have shown interest and are prepared to assist in the setting up of these facilities in so far as the foreign exchange component of these schemes is concerned. These are being considered as part of the Third Plan.

#### Manufacture of Photographic Materials

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\*1020 { **Shri A. M. Tariq:**  
**Shri Ram Krishan Gupta:**  
**Shri D. C. Sharma:**  
**Shri Daljit Singh:**  
**Shri Hem Raj:**

Will the Minister of Commerce and Industry be pleased to refer to the