

H.A.L. has produced a low cost aircraft the Pushpak which are being used by some flying clubs. The Indian Air Force have designed and produced a multiple purpose 4 seater Aircraft which has passed all tests and is ready for manufacture. The Kanpur II has unique features and may be used by flying clubs, for agricultural purposes, for communication flights or as an ambulance. The production of these planes is under active planning.

Fertilizer Plan in Namrup (Assam)

*593. **Shri P. C. Borooah:** Will the Minister of Steel and Heavy Industries be pleased to state the progress in regard to the setting up of the public sector fertilizer plant in Namrup (Assam)?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): A statement is laid on the Table of the House. [See Appendix II, annexure No. 4].

Tractor Manufacturing Factory in U.P.

*594. **Shri Bishwanath Roy:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether there is any proposal under consideration of Government regarding erection of a factory for manufacture of tractors in Uttar Pradesh; and

(b) if so, at what stage it is?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Government have approved in principle a scheme for the establishment of a new industrial undertaking at Ghaziabad in Uttar Pradesh for the manufacture of 3,000 Nos. per annum of 'Renault' agricultural tractors. The import of capital goods and components/raw materials for this scheme will be on the basis of payment through exports of suitable goods of Indian origin to France. The details of the exchange of goods are, at present, under negotiation.

Transportation of Coal

*595. { **Shri Bado:**
Shri Brahmjeet:

Will the Minister of Mines and Fuel be pleased to state:

(a) whether there is any proposal under study to transport coal by Road;

(b) whether Transport and Communications and Railway Ministries have been duly consulted regarding this for the smooth implementation of this new scheme;

(c) what is the experience gained so far in transporting coal by sea;

(d) whether it has incurred more expenditure; and

(e) whether it has helped to augment the coal supplies to South India and other places?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Yes.

(c) to (e). The movement of coal by sea was of the order of about 1 million tons per annum prior to May, 1961 when it was decided to move an additional one million tons of coal by sea. The main difficulties encountered in the movement of coal by sea are the shortage of coastal tonnage and low draft of the Hooghly river. The total quantity of coal shipped from Calcutta during 11 months from May 1961 to March 1962 was 1,408,106 tons which gives an average of 1.28 lakh tons per month i.e. about 77 p.c. of the monthly target of 1.66 lakh tons. The difficulties have been overcome to a considerable extent and the actual movement was 1,66,042 tons in March, 1962. The cost of movement of coal by sea is no doubt more than that of movement by rail, but the additional cost incurred by the consumers in moving coal by sea is largely offset through a subsidy given by the Government of India.