

(b) if so, the reasons therefor and the extent of reduction decided; and

(c) the action to be taken to meet the increasing demand for passenger cars in the country?

The Minister of Industrial Development and Company Affairs Shri F. A. Ahmed): (a) No.

(b) Does not arise.

(c) The question as to the manner in which additional capacity for the manufacture of passenger cars should be set up is under consideration.

### लखीसराय स्टेशन पर दुर्घटना

762. श्री मधु लिमबे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 24 नवम्बर, 1966 को लखीसराय स्टेशन (पूर्व रेलवे) पर हुई घति भयानक दुर्घटना के बारे में की जा रही जांच की रिपोर्ट इस बीच सरकार को मिल चुकी है; और

(ख) क्या इस रेलवे स्टेशन का पुनर्निर्माण करने तथा पास की रेलवे पटरी को फिर से बिछाने का सरकार का विचार है ?

रेलवे मंत्री (श्री सी० एन० पुनाचा) :

(क) संभवतः शायद उस दुर्घटना से ही जो 24 अक्टूबर, 1966 को लखीसराय स्टेशन पर हुई थी। रेल सुरक्षा के प्रायुक्त ने इस दुर्घटना की जांच की थी। उन्होंने घपनी प्रारम्भिक रिपोर्ट दे दी है, जिसमें उन्होंने कहा है कि यह दुर्घटना उस गाड़ी के प्रत्यागित यात्रियों के कारण हुई, जिन्होंने सुरक्षित ढंग से लाइन पार करने के लिए बनाये गये ऊमरी सड़क-पुल को इस्तेमाल करते श्री बजाय अन्तिम सर्चों में लाइन पार करने की कोशिश की, जब कि सामने से गाड़ी आ रही थी।

(ख) जी नहीं।

### Railway Avoiding Lines in Delhi Area

763. Shri Kanwar Lal Gupta: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 488 on the 4th November, 1966 and state:

(a) the year in which the Delhi Avoiding Lines and connected Traffic Facilities Project was formulated;

(b) the steps taken to complete the project expeditiously; and

(c) when the lines are likely to be opened to traffic?

The Minister of Railways (Shri C. M. Poonacha): (a) to (c): The project was sanctioned in January, 1962, but sufficient progress could not be made in the work due to difficulties that had to be overcome in acquiring the land and also because contract of one of the contractors had to be terminated on account of his failure in maintaining adequate progress and this brought about a certain amount of delay. Possession of almost the entire land has recently been obtained and fresh tenders for completing the remaining part of the work have since been accepted and the work in all zones is now in full swing.

The overall progress of the work is about 52 per cent and the project is expected to be completed by the end of December, 1968.

### Delay in the Execution of Public Sector Projects

764. Shri C. C. Desai:  
Shri R. Barua:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that the execution of certain public sector projects have been delayed or suspended due to the non-availability of the promised aid by the scheduled time by the foreign collaborating parties/countries;

(b) if so, the names of the projects implementation of which has been delayed and the names of the foreign collaborators involved; and

(c) the reasons due to which their execution has been delayed by the foreign parties/countries concerned?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (c). Information is being collected and will be laid on the Table of the House.

#### Export Markets

765. Dr. Karni Singh:  
Shri N. K. Somani:

Will the Minister of Commerce be pleased to state:

(a) the reasons why India has not been able to expand her export markets;

(b) the items for which prices are found not competitive in foreign markets; and

(c) whether the quality and trade practices also are factors for our poor performance in exports?

The Minister of Commerce (Shri Dinesh Singh): (a) It is not correct to say that India has not expanded her export market. India's exports during the five years of the Third Plan Period (commencing 61-62) amounted to Rs. 3812 crores which was 20 to 25 per cent. more than the exports during the first two plans.

(b) Even though devaluation has resulted in many of the commodities gaining competitive strength, Indian costs of certain items like engineering goods, chemicals and allied products, ferro manganese, coal, sugar etc. still remain higher than the international prices.

(c) The quality and business practices have certainly bearing on the country's export trade. About 80 per cent. of Indian exports are now moving under Quality Control and pre-shipment inspection, which is having a healthy effect on our exports.

#### Effect of Devaluation on Industries

766. Shri S. C. Samanta: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the industries, small or otherwise, which were handicapped due to the devaluation of the rupee last year and how they have been helped to overcome the handicaps;

(b) which of such industries are still suffering from handicaps and how are they being helped; and

(c) whether any of such industries have been closed down or are not working to full capacity?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). The names of the industries which have generally been effected adversely due to devaluation is given in the list (Appendix I). [Placed in Library, See No. LT-313/87].

But there has not been any appreciable adverse effect on devaluation on Small Scale Industries.

2. Measures taken to counter the effect of devaluation are also given in (Appendix II) of the list. [Placed in Library, See No. LT-313/87].

(c) No, Sir.

**Maheshwari Devi Jute Mills, Kanpur**

767. Shri S. M. Banerjee: Will the Minister of Commerce be pleased to state:

(a) whether the Maheshwari Devi Jute Mills, Kanpur is being taken over by Government;

(b) if not, the reasons therefor;

(c) whether any investigations have been made into the mis-management of the mills; and

(d) if so, the result thereof?

The Deputy Minister in the Ministry of Commerce (Shri Shah Qureshi):

(a) No, Sir.