

The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi): (a) and (b). Agreement has already been entered into with the U.A.R. Government which provides, inter alia for the import of about 200,000 Indian bales of cotton upto June, 1968. Negotiations for reaching an agreement with Sudan will be held later in the year.

राजस्थान के बीकानेर डिवीजन में
जिप्सम की खोज

655. श्री प० सा० बाकपाल : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राजस्थान राज्य के बीकानेर डिवीजन में उर्वरक बनाने के सम्बन्ध में जिप्सम की खोज शरम्भ कर दी है; और

(ख) यदि हाँ, तो उनको जिप्सम किन स्थानों पर मिला है तथा इस खोज के क्या परिणाम निकले हैं ?

इस्पात, खान तथा धातु मंत्री (डा० बन्ना देही) : (क) और (ख) भारतीय भूवैज्ञानिक सर्वेक्षण के द्वारा किये गये अन्वेषण के फलस्वरूप राजस्थान के बीकानेर डिवीजन के कई स्थानों पर जिप्साइट अर्थात् पाउडर के रूप में जिप्सम पाया गया है। इन स्थानों में अधिक प्रमुख स्थान ये हैं—पल्लू, किशनपुरा, बंसासार, जोराबपुरा, लखसर, बेटीयान, बेरा, भूनीवाला बेरे, करली-सार बेरे, तुवरनवाला बेरे, निशुमा बेरे, जुना भूनीवाला बेरे, अकिलवाला बेरे, कबमवाला बेरे, ज्वालामुखी बेरे, कबरावाला बेरे, जुना धबुसार बेरे, जरखाली पश्चिमी बेरे, फलावाली बेरे, करमवाला बेरे, हंसीर बेरे, मयसर पूर्वी बेरे, मयसर पश्चिमी बेरे, बलसर बेरे, लम्बावाला, लम्बुवाला, सौनवाला, सप्यावाला, मोर्षावाला, बंदावाला, और इस्लामवाला जिप्साइट

385 (A) LSD—7.

के समस्त संव्य 18 मिलियन टन के स्तर के हैं। जिप्सम तथा जिप्साइट मिलेपों के और अनुसंधान बीकानेर बण्ड में भारती भूविज्ञान सर्वेक्षण द्वारा प्रगति कर रहे हैं।

Import Licences

656. Shri Yajnik: Will the Minister of Commerce be pleased to state:

(a) the amount of foreign exchange involved in the import licences sanctioned by Government during 1967 so far;

(b) the amount of foreign exchange estimated to be earned by the industries in the public and private sectors with the help of the import licences sanctioned for them; and

(c) the total amount of foreign exchange estimated to be earned by Government as a result of the new production oriented import policy announced recently?

The Minister of Commerce (Shri Dinesh Singh): (a) The value of import licences issued from 1st January, 1967 to 31st March, 1967 amounts to Rs. 496.46 crores.

(b) and (c). While the liberal availability of import inputs will undoubtedly increase the capacity of industrial units to provide larger surplus for export, the actual quantum of exports and proceeds to be realised against these will also depend on the state of demand overseas for their products which in-turn depends on various aspects such as quality, price etc. As the size of the demand is difficult to forecast with precision, an estimate of the foreign exchange earnings as a result of import liberalisation cannot be made with any degree of exactness.

Dusty Iron Ore discovered in Orissa

657. Shri Samar Guha: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Government are aware that a new type of dusty iron ore with

iron content as high as 70 per cent has been discovered in Orissa;

(b) if so, the way in which Government propose to utilise this type of iron ore; and

(c) whether Government propose to explore the possibility of exporting this type of highly enriched iron ore to a country like Japan and thus open new trade for earning more foreign exchange?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) to (c). It is presumed that by "dusty iron ore" is probably meant "blue dust" which is commonly associated with the deposits of iron ore in Orissa. Its iron content is generally in excess of 65 per cent. The utilisation of blue dust by pelletisation is feasible. Experiments show that blue dust may also be blended with fines for production of sinters. A proposal has been received from a private firm for setting up a pelletisation plant with a capacity of 0.6 million tonnes based on the iron fines that may be produced at the Daitari iron ore mines being developed by the Orissa Mining Corporation. A Letter of Intent has been issued to the firm. The pellets have an export potential.

Vacant Seats in A.C. Deluxe Trains

555. Shri Samar Gaba: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that many seats in the III Class air-conditioned compartment of the fast moving Deluxe trains remain vacant due to either some faulty arrangement for allocation of quotas of tickets to different stations or due to some malpractices;

(b) the number of seats in the air-conditioned III Class compartment remained vacant from beginning to end and as also in the intermediate stages in all the Deluxe trains running from

Delhi, Howrah, Bombay and Madras in April, 1967;

(c) whether it is a fact that although seats remain vacant in the air-conditioned III Class compartments, intending passengers do not get tickets on demand in time; and

(d) if so, whether Government propose to make an enquiry into the matter?

The Minister of Railways (Shri C. M. Poonacha): (a) to (d). Sometimes, seats are found vacant on the trains due to the following reasons:

- (i) quotas set aside for passengers entraining from intermediate stations;
- (ii) last minute cancellations of reservations at the train starting station; and
- (iii) reservations arranged for outstation passengers not being utilised either due to connecting trains arriving late or the passenger making a change in his programme.

In early April, 1967, new weekly A.C. Express services were introduced between Bombay V.T. and Madras, Bombay V.T. and Howrah and Howrah and Madras and the frequencies of the existing services running between New Delhi and Bombay Central and New Delhi and Amritsar were increased. In the beginning these newly introduced services were not fully patronised and some seats remained vacant. The occupation has since considerably improved.

Frequent checks are made by the Supervisory officials on platforms and in Reservation Offices to ensure that reservations are made properly and according to rules. Vacant seats are allotted to waiting passengers by the Reservation officials available on the platform.

Information is not available of the actual number of seats which went vacant, train by train.