

रेलवेमंत्री ( श्री चे० मु० पुनाचा ) :

(क) जी हां, 13-1-1968 को।

(ख) ताम्बरम् स्टेशन पर टेलीफोन से एक गुमनाम सूचना मिली कि 103 मद्रास-सूतीकोरिन एक्सप्रेस गाड़ी में एक टाइम-बम रखा गया है। यात्रियों को सुरक्षा के हित में ताम्बरम् स्टेशन पर गाड़ी को खाली कराया गया ताकि पूरी तरह खोज की जा सके।

(ग) इस प्रकार के गुमनाम टेलीफोन करने वाले व्यक्तियों के विषय में समय पर सूचना देने के लिए पुलिस जासूस रखे हैं। इसके लिये टेलीफोन एक्सचेंज के कर्मचारियों से भी कहा गया है कि वे पुलिस को समय पर सूचना दे दिया करें।

**Direct Trains from Rourkela to  
Cuttack, Bhubaneswar and  
Puri**

12. SHRI SURENDRANATH DWIVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no direct passenger or express train from Rourkela to places like Cuttack, Bhubaneswar and Puri in Orissa;

(b) whether it is a fact that several representations have been made by the local people in this regard; and

(c) if so, the reasons for not providing such a train?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) Yes.

(c) The existing level of through traffic offering between Rourkela on the one hand and Cuttack, Bhubaneswar and Puri on the other, is not such as to warrant introduction of a direct train between these points. Besides, non-availability of requisite line capacity on the East Coast section and the paucity of rolling stock also preclude introduction of the proposed train.

**Running of Trains like Taj Express  
in States**

13. SHRI SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) the States which have been supplied with express trains similar to Taj Express;

(b) whether they have put them to use; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Maharashtra State.

(b) Yes. The Deccan Queen on Bombay-Poona Section.

(c) Does not arise.

**Representation to S.C. & S.T. on  
Railway Service Commissions**

14. SHRI SIDDYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether representation has been given to the Scheduled Castes and Scheduled Tribes on the Railway Service Commissions; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The Recruitment Rules for the posts of Chairman/Member, Railway Service Commissions, do not provide for any reservation, of posts for persons belonging to Scheduled Castes/Tribe Communities. However, persons belonging to these Communities are considered alongwith other when posts are filled in consultation with the Union Public Service Commission.

**Talchar-Bimalagarh Railway Line**

15. SHRI SURENDRANATH DWIVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to start a fresh survey for a Railway line linking Talchar with Bimalagarh

(b) whether it is a fact that the Hindustan Steel Ltd. has emphasised the urgent need of this railway line

in order that export through the Port of Paradeep is facilitated;

(c) whether the State Government and others have also made representations for making provisions for this railway line; and

(d) whether Government have considered all these demands and if so, what is their decision in this regard?

THE MINISTER OF RAILWAYS  
SHRI C. M. POONACHA): (a) No.

(b) No.

(c) Yes.

(d) The proposal was considered by the Railway Board in the context of export of iron ore via Paradeep Port and they are of the view that there is no justification at present for the construction of this line.

### आयातित कारों की बिक्री

16. श्री मृत्युंजय प्रसाद : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले दो वर्षों में किन-किन देशों से, कितनी-कितनी और किन-किन माडलों की हल्की यात्री मोटरकारों का आयात किया गया तथा प्रत्येक का मूल्य कितना था और उन पर क्या-क्या आयात शुल्क तथा अन्य कर वसूल किये गये;

(ख) इन मोटर कारों के वितरण अथवा बिक्री की कसौटी क्या है और इस काम के लिये कौन सी एजेन्सी उत्तरदायी है;

(ग) क्या इन मोटरकारों की बिक्री केवल राज्य व्यापार निगम के माध्यम से की गई थी अथवा किसी अन्य एजेन्सी के माध्यम से भी की गई थी; और

(घ) उन व्यक्तियों के नाम क्या हैं, जिन्हें ये मोटरकारों दो गई, प्रत्येक मोटरकार का कितना मूल्य लिया गया तथा ये मोटरकारों किस प्रयोजन के लिये दी गई ?

वाणिज्य मंत्रालय में उपमंत्री ( श्री मुहम्मद झकी कुरैशी ) : (क) से (घ). जानकारी एकत्र की जा रही है और सभा पटल पर रख दी जायेगी।

### Rourkela Steel Plant

17. SHRI SURENDRANATH DWIVEDI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that about 1200 workers are being retrenched in Rourkela Steel Plant;

(b) whether any alternative employment is being provided to them; and

(c) whether it is a fact that while arranging for their absorption in other establishments, seniority of service is not taken into consideration?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). There is no immediate proposal to retrench 1200 workers in the Rourkela Steel Plant. However, with the coming to a close of the construction/expansion work, construction personnel will be rendered surplus in the near future. Efforts are being made to absorb as many of them as possible in the regular establishment of the Company and to find alternative employment in other public sector undertakings and through State Govt. Agencies. Normally their absorption in other establishments is done on the basis of suitability, aptitude, etc. and in the absorption of persons found suitable, seniority is generally taken into consideration.

### Hindustan Steel Ltd.

18. SHRI SURENDRANATH DWIVEDI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that no Chairman has so far been appointed for the Hindustan Steel Ltd. after the retirement of Shri M. S. Rao; and

(b) if so, the reasons therefor?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) and (b). The appointment of a suitable person as Chairman, Hindustan Steel Ltd., is likely to be made shortly. This is an extremely important assignment and for securing the services of a capable and experienced person a search had to be made from a larger area. Meanwhile a post of the Deputy Chairman has been created and an experienced person has been posted. He is looking after the work of the Chairman.

भारत हीवी इलेक्ट्रिकल्स लिमिटेड,  
रामचन्द्रपुरम

19. श्री यशवन्त सिंह कुशवाह :  
डा० सूर्य प्रकाश पुरी :  
श्री रामाबतार शर्मा :  
श्री रामजी राव :

क्या औद्योगिक विकास तथा सभवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मई 1967 में इलेक्ट्रिकल एण्ड मेकैनिक्ल इन्जीनियरों को उत्पादन के लिए भारत हीवी इलेक्ट्रिकल्स. रामचन्द्रपुरम में काम पर लगाया गया था;

(ख) इसके क्या कारण हैं तथा यह व्यवस्था कितनी अवधि तक जारी रहेगी;

(ग) कितने सैनिक कर्मचारी प्रतियुक्ति पर भेजे गये तथा क्या उन्हें भेजने से पहले संबंधित प्रशिक्षण अधिकारियों से अनुमति ली गई थी; और

(घ) क्या कारखाना अधिनियम के अनुसार यह काम उचित और वैध है ?

औद्योगिक विकास तथा सभवाय-कार्य मंत्री (श्री कलशचंद्र प्रसाद) :  
(क) जी नहीं ।

(ख) से (घ). प्रश्न ही नहीं उठते ।

## UNCTAD

20. SHRI R. S. VIDYARTHI:  
SHRI KANWAR LAL GUPTA:  
SHRI N. S. SHARMA:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that curtains worth about Rs. 2 lakhs, crockery worth about Rs. 2 lakhs and chairs at the rate of Rs. 200 per piece were purchased for the Second United Nations Conference on Trade and Development Conference without tenders;

(b) if so, whether any enquiry has been made into it; and

(c) if so, the outcome thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) and (c). Do not arise.

इस्पात के मूल्य

21. श्री रा० स्व० विद्यार्थी :  
श्री कंबर लाल मुत्त :  
श्री राम गोपाल शालवाले :  
श्री ना० स्व० शर्मा :  
श्री म० ला० सौधी :

क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ महीनों के पश्चात् इस्पात के मूल्य बढ़ने की सम्भावना है;

(ख) यदि हां, तो इसके क्या कारण हैं तथा इस्पात के मूल्यों को बढ़ने से रोकने के लिये सरकार क्या कार्यवाही कर रही है; और

(ग) क्या इस्पात के मूल्यों में वृद्धि होने से बहुत सी अन्य वस्तुओं के मूल्य भी बढ़ जायेंगे ?

इस्यत्, खान तथा धातु मंत्रालय में राज्य-मंत्री (श्री प्र० चं० सेठी) : (क) 31-1-68 से सभी प्रकार के इस्पात के मूल्यों में 3 रुपये प्रति टन की वृद्धि की गई है जिससे पुनर्वेलकों को बिलेट की सप्लाई निर्यात की वस्तुओं के निर्माण के लिये की जा सके। ऐसा पता चला है कि संयुक्त संघर्ष समिति भाड़े में और वृद्धि करने के बारे में भी विचार कर रही है क्योंकि मूल्य में शामिल भाड़े की तुलना में वास्तविक भाड़ा अधिक होता है और भाड़ा समकरण निधि की बड़ी रकम बकाया हो गई है। भाड़े में सामंजस्य के प्रतिरिक्त दूसरे कारणों की वजह से इस्पात के भावी मूल्यों के रख के बारे में भविष्यवाणी करना कठिन है।

(ख) घाजकल मूल्यों पर कोई सरकारी नियंत्रण नहीं है फिर भी सरकार मूल्यों का सतत पुनरावलोकन करती है और उचित मूल्यों पर माल की सप्लाई सुनिश्चित करने के लिये उत्पादन को बढ़ावा देती है।

(ग) यह कहना कठिन है कि दूसरी वस्तुओं के मूल्यों पर इसका क्या प्रभाव पड़ेगा क्योंकि यह बाजार की दूसरी बातों पर भी निर्भर करता है।

#### Indian Railways Drawing Staff Association

22. SHRI E. K. NAYANAR:  
SHRI NAMBIAR:  
SHRI GANESH GHOSH:  
SHRI C. K. CHAKRAPANI:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3649 on the 8th December, 1967 and state:

(a) whether Government have considered the memorandum sent by the Indian Railways Drawing Staff Association regarding the revision of pay scales of Drawing Staff and redressal of other grievances;

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(b) if so, the decision taken thereon; and

(c) if not, the reasons for the delays?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). Various demands made in the memorandum have been considered. These related *inter alia* to increase in pay scales and in the higher grade posts, improvement in the channels of promotion etc. Government see no justification for any further liberalisation.

#### Enquiry into Missing Cables from Surakachar Colliery

23. SHR E. K. NAYANAR:  
SHRI BHAGABAN DAS:  
SHRI MOHAMMAD ISMAIL:  
SHRI K. M. ABRAHAM:  
SHRI P. RAMAMURTI:  
SHRI A. K. GOPALAN:  
SHRI GANESH GHOSH:

Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 3522 on the 8th December, 1967 and state:

(a) whether the Police have since completed investigations into the missing Russian cables from the stores of the surakachar Colliery;

(b) if so, the result thereof;

(c) if the reply to part (a) above be in the negative, the reasons for the delay; and

(d) when the investigations are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (d). Madhya Pradesh Police who are investigating in the case, have not completed their investigation. Government of Madhya Pradesh have been requested to have the investigation expedited.

**Trade Relations with Pakistan**

24. SHRI R. R. SINGH DEO:  
SHRI D. N. DEB:  
SHRI Y. A. PRASAD:  
SHRI BEDABRATA BARUA:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have offered to discuss the outstanding differences with Pakistan for the restoration of Trade relations between the two countries; and

(b) if so, the response from the Government of Pakistan in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Government of India, on a number of occasions, have taken with the Government of Pakistan, the question of resumption of trade between the two countries but so far Government of Pakistan has not resumed trade with India.

**Trade Agreement with Turkey**

25. SHRI R. R. SINGH DEO:  
SHRI D. N. DEB:  
SHRI Y. A. PRASAD:  
SHRI BEDABRATA BARUA:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that an agreement has been reached between India and Turkey for the expansion of Trade; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The opportunity provided by the visit of the Turkish Foreign Minister to India in early January was utilised for exchanged of views on Indo-Turkish Trade relations with a view to improve mutual trade. No formal trade agreement was, however, signed.

**India's Foreign Trade**

26. SHRI R. R. SINGH DEO:  
SHRI D. N. DEB:  
SHRI Y. A. PRASAD:  
SHRI BEDABRATA BARUA:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that foreign trade of India has shown improvements during the last six months;

(b) whether the prospects for the year 1968-69 have been worked out; and

(c) if so, the likely estimates thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir, India's exports including re-exports during April-November, 1967 amounted to Rs. 796.71 crores compared to Rs. 744.99 crores during the corresponding period of the previous year, thereby showing a rise of nearly 7 per cent.

(b) and (c). The prospects of exports during 1968-69 have not yet been worked out in detail, but a series of discussions have been held with trade and industry with a view to fixing industry-wise targets. It is likely that the uptrend in exports witnessed during the later months of the current financial year will continue into 1968-69. The improved prospects in agricultural production and the efforts being made to augment non-traditional exports will help in providing marked stimulus to exports in 1968-69.

**UN Help in Export Promotion**

27. SHRI R. R. SINGH DEO:  
SHRI Y. A. PRASAD:  
SHRI BEDABRATA BARUA:  
SHRIMATI SUSHILA  
ROHATGI:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have sought assistances from

the United Nations Development Programme to train representatives from public sector industries in specialised techniques of international marketing; and

(b) if so, the progress made in this regard and the amount of expenditure likely to be incurred with the resultant benefits thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Assistance has been sought from United Nations Development Programme for arranging a 4-month course of training for a total of 120 sales people in specialised techniques of international marketing with emphasis on sales promotion. The sales people to be trained will be selected from public as well as private sector companies manufacturing products have an export potential.

(b) The UN authorities concerned have not so far conveyed approval to the above request. The foreign exchange expenditure estimated around \$3600 (Rs. 27,000) per trainee for a 4-month's period plus 50 per cent of the cost of international travel will be borne by U.N. the balance 50 per cent of the cost of international travel is to be borne by the organisation or industrial unit concerned sponsoring the candidates. The training envisaged will enable Indian export sales executives to know the sophisticated marketing techniques employed by the developed countries and facilitate a better understanding of the markets of the developed countries for Indian products.

#### Export of Tasar Silk

28. SHRI D. N. DEB: Will the Minister of COMMERCE be pleased to state:

(a) whether there has been a sharp decline in the exports of Tasar Silk;

(b) whether it is a fact that an official delegation was sent to find out the causes for decline;

(c) whether the delegation has submitted its reports; and

(d) if so, the main findings thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d) The report is under compilation.

#### ऊन का आयात

29. श्री शशिभूषण बाजपेयी : क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रति वर्ष बूल टाप्स और सादी बूल का कितनी मात्रा में निर्यात किया जा रहा है;

(ख) विभिन्न राज्यों में इसका किस आधार पर वितरण किया जाता है;

(ग) गत पांच वर्षों के दौरान सादी बूल से बूल टाप्स बनाने के लिये कितने नये कारखानों को कोटा दिया गया था;

(घ) क्या ऐसे नये कारखाने मध्य प्रदेश हिमाचल प्रदेश और जम्मू और काश्मीर में स्थापित किये गये हैं; और

(ङ) यदि हां तो उनमें से प्रत्येक कारखाने को कितना कोटा दिया गया है ?

बाणिज्य मंत्रालय में उर-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) पिछले पांच वर्षों में वास्तविक उपयोक्ता लाइसेंसों के बदले में कच्ची ऊन/टाप्स तथा सादी ऊन का आयात निम्न प्रकार किया गया :

लाइसेंस देने का वर्ष	कच्ची ऊन/टाप्स आयात मूल्य मूल्य लाख ६० में	सादी आयात मूल्य मूल्य लाख ६० में
अक्तूबर 62/सित० 63	735.838	135.549
अक्तूबर 63/सित० 64	279.651	43.884
अक्तूबर 64/सित० 65	420.523	75.298
अक्तूबर 65/सित० 66	45.000†	2.841†
अक्तूबर 66/सित० 67	722.235	176.527

### धैर-सैनिक उपयोग के लिये

(ख) कच्ची ऊन/शाडी ऊन राज्यवार आघार पर वितरित नहीं की जाती। इसका आर्बटन अखिल भारतीय आघार पर विभिन्न राज्यों में स्थिति कारखानों की संस्थापित क्षमता और अथवा गत खपत के आघार पर किया जाता है। जम्मू तथा काश्मीर को तदर्थ आघार पर आर्बटन किया जाता है।

(ग) ऊनी टाप्स शाडी ऊन से नहीं बनाये जाते।

(घ) और (ङ) प्रश्न नहीं उठता।

### स्टैनलैस स्टील के बर्तनों का निर्माण

30. श्री शशि भूषण बाबुरेयी : क्या औद्योगिक विकास तथा समन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में स्टैनलैस स्टील के घरेलू बर्तनों का कुल कितने मूल्य का उत्पादन होता है ;

(ख) देश में स्टैनलैस स्टील की विलास की अन्य वस्तुओं का कितना उत्पादन हुआ है और उसका अनुमानित मूल्य क्या है ;

(ग) कितने कारखानों में स्टैनलैस स्टील के बर्तन बनाए जाते हैं और वे कहाँ-कहाँ पर हैं ; और

(घ) गत दस वर्षों में स्टैनलैस स्टील की चादरों की कितनी मात्रा में आयात किया गया और उसका मूल्य क्या है ?

औद्योगिक विकास तथा समन्वय-कार्य मंत्री (श्री फल्लूहीन अली अहमद) : (क) से (घ). तथ्य इकट्ठे किये जा रहे हैं और जानकारी सभा-पटल पर रख दी जायेगी।

### विदेशी प्रबन्धक अचिरारी

31. श्री शशिभूषण बाबुरेयी : क्या औद्योगिक विकास तथा समन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) कितनी भारतीय कम्पनियों में विदेशी प्रबन्धक अभिकर्ता हैं तथा उन भारतीय कम्पनियों के नाम क्या हैं; और

(ख) जिन भारत स्थित विदेशी कम्पनियों में भारतीय प्रबन्धक अभिकर्ता हैं उनकी संख्या कितनी है ; तथा उनके नाम क्या हैं ?

औद्योगिक विकास तथा समन्वय-कार्य मंत्री (श्री फल्लूहीन अली अहमद) : (क) छ: विदेशी कम्पनियों, तेरह भारतीय कम्पनियों क प्रबन्धक अभिकर्ता के रूप में, नीचे दिये गये धैर के अनुसार कार्य कर रही हैं।

प्रबन्ध अधिकर्ता का नाम	प्रबंधित कम्पनियों के नाम
1 ई० बाई० डी० सारी लिमिटेड	हरदिसिया कैमीकल्स लिमिटेड
2 जेम्स फिनले एण्ड कम्पनी लिमिटेड	1 चम्पदानी जूट कम्पनी लिमिटेड 2 श्वान मिल्स लिमिटेड 3 गोल्ड मोहर मिल्स लिमिटेड 4 फिनले मिल्स लिमिटेड
3 जेम्स वारन एण्ड कम्पनी लिमिटेड	घोलाखात टी कम्पनी लिमिटेड
4 पायर्स लिसले एण्ड कम्पनी लिमिटेड	1 कालासा टी एण्ड प्रोड्यूस कम्पनी लिमिटेड 2 चम्बरा पीक एस्टेट्स लिमिटेड 3 बीरिष्वा करपटीबाई एण्ड प्रोड्यूसर्स कम्पनी लिमिटेड 4 कोचीन मालावार स्टेट्स लिमिटेड 5 कोल कोटागिरी टी एण्ड काफी एस्टेट्स कम्पनी लिमिटेड
5 स्टील वादर्स कम्पनी लिमिटेड	ऽण्डो-वर्मा पैट्रोलियम कम्पनी लिमिटेड
6 स्वीडिश ईच कम्पनी	बैस्टर्न इण्डिया मन्व कम्पनी लिमिटेड

(ख) कम्पनी अधिनियम, 1956 के अर्थान्तर्गत, कोई नहीं।

**Recovery of Bombs at Chittaranjan Locomotive Works**

32. SHRI D. C. SHARMA:  
SHRI YAJNA DATT SHARMA:  
SHRI M. L. SONDHI:  
SHRI B. K. DASCHOWDHURY:  
SHRI KANWAR LAL GUPTA:  
SHRI RAM GOPAL SHAL-  
WALE:  
SHRI N. S. SHARMA:  
SHRI MRITYUNJAL PRASAD:  
SHRI VISHWA NATH PAN-  
DEY:  
SHRI HUKAM CHAND KACH-  
WAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a conspiracy by a Communist-dominated Union to disrupt the working of and to indulge in acts of violence at the Chittaranjan Locomotive Works was detected on the 14th January, 1968;

(b) whether 29 live bombs and a sizeable quantity of materials for manufacturing many more had been seized from one of the workers belonging to the Chittaranjan Locomotive Workers' Labour Union; and

(c) if so, the action taken in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) On 1-1-1968 one bomb exploded at 10.00 hour in one of the Railway quarters occupied by a Mistry of the Heavy Machine Shop of Chittaranjan Locomotive Works.

(b) Besides 29 live bombs, remnants of exploded bombs inside the kitchen of the quarter, some books and leaflets of the Communist Party of India, some receipts of the Struggle Fund one bottle containing petrol,



packets of chilly powder mixed with sand, packets containing chemical powder, one flag of Communist Party of India and one blood-stained sheet were recovered and seized by the police from the quarter.

(c) Chittaranjan Police registered a case on Crime No. 1 dated 1-1-1968 under Section 6(3) of the Indian Explosives Act. Ten Railway workers and family members of the Mistry have been arrested so far. Explosive Expert has also inspected the spot. Report of the Explosive Expert is awaited and the case is still under investigation by the police.

#### Pandey Committee on Car Quality

33. SHRI D. C. SHARMA:  
SHRI ESWARA REDDY:  
SHRI ANBUCHIZIAN:  
SHRI DEVIKAN:  
SHR VASUDEVAN NAIR:  
SHRI K. HALDAR:  
SHRI HEM RAJ:  
SHRI C. K BHATTACHARYA:  
SHRI G. VISHWANTHAN:  
SHRI YAJNA DATT SHARMA:  
SHRI M. N. REDDY:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 709 on the 15th December, 1967 and state:

(a) the main recommendations of the Pande Committee on the quality of cars manufactured in the country and whether these have been considered; and

(b) the recommendations accepted and the steps taken to implement them?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The report of the Committee together with Government's decision on the recommendations made in it will be placed on the Table of the House shortly

#### Controls on Price and Distribution of Cement

34. SHRI D. C. SHARMA:  
SHRIMATI TARA SAPRE:  
SHRI SRADHAKAR SUPAKAR:  
SHRI MRITYUNJAY PRASAD:  
SHRI C. K. BHATTACHARYYA:  
SHRI MOHSIN:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Indian Chambers of Commerce and Industry has described the decision of Government to reimpose controls on the price and distribution of cement as a retrograde step;

(b) if so, Government's reaction thereto; and

(c) the action proposed to be taken in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir. But some of the organisations representing Commerce and Industry have represented against the decision of the Government to control and regulate the sale and distribution of cement during 1968.

(b) and (c) The existing arrangements for regulating the distribution of cement through the Cement Corporation of India instead of C.A.C.O. does not amount to a total control and is to continue during 1968. In view of the various organisations would however be kept in view while considering the policy for distribution of cement to be followed in 1969 and onwards.

#### Export of Tea

35. SHRI D. C. SHARMA:  
SHRI C. K. BHATTACHARYYA:

Will the Minister of COMMERCE be pleased to state:

(a) whether the tea exports crossed an all time record of 205 million Kgs. in 1967 after a gap of two years;

(b) if so, the steps taken or proposed to be taken to keep up the position; and

(c) the efforts made to explore more markets for Indian tea?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The exports of tea during the year 1967 are reported to have exceeded the exports in 1965 and in 1966. Final figures are however awaited.

(b) and (c) The possibility of increasing exports of tea whether to traditional or to new markets, is continuously engaging the attention of Government. The recent downward readjustments of export duties is one such step. The talks which took place between the Governments of India and Ceylon had the same objective in mind. How to increase the export earnings of the developing countries through higher exports at better prices of primary commodities like tea is also engaging the attention of various international organisations including the UNCTAD II which is currently in session.

#### Capital Punishment for Sabotage on Railways

36. SHRI MAYAVAN:  
SHRI ANBUCHAEZHIAN:  
SHRI T. D. RAMABADRAN:  
SHRI DEIVEEKAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are considering a proposal to introduce legislation during the current session for the capital punishment for sabotage on Railways in the country;

(b) if so, when the final decision in this regard is likely to be taken;

(c) whether the views of the States have been ascertained in this regard; and

(d) if so, their reaction in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) (b). Yes, but it is not likely to be introduced in the current session.

(c) As the matter falls in the concurrent list of Seventh Schedule of the Constitution, the Union Government is competent to enact the legislation on the subject.

(d) Does not arise.

#### Closed and Mismanaged Tea Plantations

37. SHRI MAYAVAN:  
SHRI ANBUCHAEZHIAN:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government are considering to take over closed and mismanaged tea plantations in the country;

(b) if so, the time by which a final decision is likely to be taken;

(c) the total number of such plantations and the reasons for their closure; and

(d) whether any compensation is proposed to be given to them?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHR MOHD. SHAFI QURESHI): (a) No, Sir.

(b) to (d) Do not arise.

#### Aerial Mineral Survey

38. SHRIMATI SUSHELA GOPALAN:  
SHRI UMANATH:  
SHRI A. K. GOPALAN:  
SHRI P. GOPALAN:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that an American Company has been given charge for carrying out the said survey;

(b) if so, the name of the American firm; and

(c) the reasons for not giving charge for carrying out the said survey to the Geological Survey of India?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). Yes, Sir. M/s. Parsons corporation have been engaged as the main contractors. M/s. Aero-Service Corporation, another American company, have been hired by them for the aerial operations work.

(c) The Geological Survey of India do not, at present, have the complete complement of the sophisticated equipment and expertise required for effectively undertaking such airborne geophysical work.

#### Railways Guards

39. SHRIMATI SUSEELA GOPALAN:  
SHRI P. GOPALAN:  
SHRI C. K. CHAKRAPANI:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4582 on the 15th December, 1967 and state:

(a) whether Government have since considered the demands of the Railways Guards for the revision of pay scales, Allowances and for improved channel of promotions;

(b) if so, the decision taken thereon; and

(c) if not, when the decision is likely to be taken?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). There is no proposal for revision of pay scales. The position regarding Running Allowances is, however, being enquired into by a Committee.

#### Optical Instrument Factory, Lucknow

40. SHRIMATI SUSHEELA GOPALAN:  
SHRI UMANATH:  
SHRI SATYA NARAIN SINGH:  
SHRI P. GOPALAN:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the

reply given to Unstarred Question No. 3531 on the 8th December, 1967 and state:

(a) whether collaboration agreement with M/s. Carl Zeiss Jena, GDR for the manufacture of certain scientific instruments including optical instruments has since been finalised;

(b) if not, the reasons for the delay; and

(c) when the agreement is likely to be finalised?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The Collaboration Agreement between Government Precision Instruments Factory, Lucknow and Messrs. Carl Zeiss Jena, G.D.P. has not yet been finalised. The State Government are pursuing the matter.

#### Computers in Railways Offices

41. SHRI GEORGE FERNANDES:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representations from the Railwaymen against the installation of computers in the Railway Offices;

(b) whether he has held talks with officials of the Railwaymen's organisations in this regard;

(c) whether Government propose to modify their policy as a result of these talks; and

(d) the cost of purchase, installation and operation of computers so far installed on the Railways?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) The subject has been discussed in the meetings of the Permanent Negotiating Machinery between the Railway Board and the Organised Labour.

(c) No.

(d) Cost of purchase:

'Nil' as the computers have been taken on hire payable in Indian rupees.

One time installation etc. charges.

About Rs. 12-50 lakhs.

Cost of operation

(covering monthly hire charges and pay and allowances of the staff-Data Processing Managers, System Analysts, Programmers and Console Operators-working computers). About Rs. 4:11 lakhs per mensem.

Loss to Railways due to Riots

42. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) the damage suffered by the Railways during the last one year as a result of riots and other similar causes;

(b) the steps taken to prevent such losses, especially those due to riots;

(c) whether the help of the State Governments was sought and obtained during these riots; and

(d) whether such help was useful in preventing the riots?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Rs. 30,22,150 approximately.

(b) The following steps were taken in this regard:—

(i) Railways Protection Force maintained close liaison and cooperation with the State Police.

(ii) Surprise patrolling and pickets at vulnerable points were intensified.

(iii) Government Railways Police, District Police, Reserve Police of the States and Railway Protection Force were detailed to prevent such losses.

(iv) Contingents of Railway Protection Special Force were deployed to guard vital installations and escort some of the important passenger trains

in coordination with Government Railway Police.

(c) Yes.

(d) Yes.

Tata Iron and Steel Company

43. SHRI GEORGE FERNANDES: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Tata Iron and Steel Company had sought Government's permission to extend their plant capacity by four million tonnes;

(b) if so, when and whether the permission was granted;

(c) whether Government are aware that the expansion programme has since been shelved; and

(d) if so, the reasons therefor?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). In 1965 the Government had generally approved the proposals of Tata Iron and Steel Co. Ltd. for expansion from 2 million to 4 million tonnes of ingots per annum.

(c) Yes, Sir.

(d) The Tata Iron and Steel Co. Ltd. had reported that the principal reason for the abandonment of their proposed expansion was the extremely heavy cost of the expansion project and the financial burden which it would impose on the company and their shareholders.

Import of Deniers

44. SHRI GEORGE FERNANDES: Will the Minister of COMMERCE be pleased to state:

(a) the quantum and value of finer deniers of man-made fibers imported by the State Trading Corporation during 1967;

(b) the quantity and the price at which it was sold;

(c) whether such finer deniers of yarn are also manufactured locally and if so, the quantity produced, the price at which the indigenous goods are sold and the companies that produce the stuff indigenously; and

(d) whether Government propose to stop the import of finer denier of yarn?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-21/68].

#### Indo-German Trade

45 SHRI CHENGALRAYA NAIDU:  
SHRI T. D. RAMABADRAN:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government's attention has been drawn to a statement made by Dr. J. M. Hanck, Editor of West Germany's largest financial daily Handelsblatt suggesting certain measures to boost the Indo-German trade;

(b) if so, whether Government have considered his suggestions;

(c) how far they have been accepted by Government; and

(d) if so, the steps taken to improve the trade between the two countries?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). Dr. J. M. Hunck published an article in the Indian Press on the occasion of the visit of the Chancellor of the Federal Republic of Germany in November, 1967. In this article he drew attention to some of the factors that impeded the growth of our exports and reduced the scope for collaboration with West Germany. His analysis have been noted and will be given due consideration in relevant context. Steps have been taken from time to time to remove existing han-

dicaps and make our goods more competitive both price-wise and quality-wise. Some of these steps are quality control and pre-shipment inspection, export promotion through organisation of India fortnights and participation in exhibitions, market research, exchange of delegations etc. In the case of the Federal Republic of Germany, a special scheme is already in the process of implementation for identifying those engineering items which have possibilities of growth in the German market and orienting production to exports.

#### Trade Agreement with U.S.S.R.

46. SHRI CHENGALARAYA  
NAIDU:  
SHRI T. D. RAMABADRAN:  
SHRI PILOO MODY:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that an agreement on the pattern of commodity exchange between India and U.S.S.R. for 1968 has been signed;

(b) if so, the main features of the agreement; and

(c) the total increase in trade between the two countries during 1968?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The lists of commodities to be exchanged between India and USSR during 1968 have been finalised. Principal items to be exported from India to USSR during 1968 are traditional goods like tea, coffee, spices, mica, de-oiled cakes etc., in addition to many kinds of manufactured goods including leather shoes, ready-made garments, bed-linen, woollen knitwear, spectacle frames, enamel for wire, rolled steel products, accumulators, automobile tyres and tubes etc. USSR will supply Fertilisers, sulphur, rolled steel products, tin plates, chemicals, dye-intermediates, raw asbestos, wood-pulp, newsprint, machinery and equipment, spares and components for Soviet

Assisted Projects, tractors, machine tools, ball, roller and taper bearings etc.

(c) Trade between India and U.S.S.R. during 1968 is expected to be of the order of Rs. 300 crores as compared to our expectation of Rs. 280 crores in 1967. This, however, is a large increase as compared to the actual turn-over of Rs. 198 crores during 1966.

**Ticketless Travel on South Central Railway**

47. SHRI CHENGALRAYA NAIDU:  
SHRI T. D. RAMABADRAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the South-Central Railway Staff made massive checks on ticketless travellers during July-September, 1967;

(b) if so, the total amount collected by way of penalty and fine;

(c) the number of persons prosecuted and convicted; and

(d) the measures proposed to be taken to check ticketless travel?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Normal check were conducted on ticketless travel during July to September 1967 on S. C. Railway.

(b) Amounts realised during the above mentioned checks were as under:

Penalty	—	Rs. 1,36,791.67
Fine	—	Rs. 1,396.05

(c) Number of persons prosecuted and convicted was as under:

Prosecuted	—	3,234
Convicted	—	1,758

(d) Frequent checks including magisterial checks are being conducted to minimise ticketless travel. Educational propaganda is also being undertaken in this connection.

**Reversion of Travelling Ticket Examiners**

48. SHRI NAMBIAR:  
SHRI K. ANIRUDHAN:  
SHRI A. K. GOPALAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some of the Travelling Ticket Examiners have been reverted as Ticket Collectors after 5 years of service in the Olavakkot Division;

(b) if so, the number of reverted Travelling Ticket Examiners; and

(c) the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) and (c). Do not arise.

**Purchase of Jute by S.T.C.**

49. SHRI BHOGENDRA JHA: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 2626 on the 1st December, 1967 and state:

(a) the total quantity of jute purchased by the State Trading Corporation upto now and the rates at which purchased;

(b) the prevalent prices of raw jute since October, 1967; and

(c) whether the present low price of jute is adversely affecting acreage of jute cultivation?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) So far, the State Trading Corporation has purchased a total quantity of 340,300 maunds of jute from different States. The purchase price is the derivative price for the secondary markets based on the minimum support price of Rs. 40 per maund for Bottom Grade of Assam Variety of Jute delivered at Calcutta.

(b) Quotations for Bottom Grade of Assam variety of jute at Calcutta were as follows:

(In Rs per Maund)

	Maximum	Minimum
October, 1967	40.00	39.00
November, 1967	39.50	36.00
December, 1967	40.00	38.00
January, 1968	41.00	39.50
As on 7th Feb., 1968	41.00	

(c) No, Sir.

#### Blocking of Wagons in Howrah Railway Yard

50. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 868 on the 22nd December, 1967 and state:

(a) who was responsible for not removing the consignments and thereby blocking the release of wagons; and

(b) the action taken against the consignee and the officers concerned for the same?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The consignees were responsible for not removing the consignments, except in respect of certain maize consignments delivery of which was withheld by the Railway officials at Howrah as the consignments were booked in contravention of the Northern Inter-Zonal Maize (Movement Control) Order, 1967.

(b) wherever possible, notices under Section 56 of the Indian Railways Act were served on the parties appearing entitled to the goods. Demurrage and wharfage were also levied. In respect of maize consignments, no action was taken against the consignees or the Railway officials at Howrah as neither of them could be blamed for non-removal of the consignments.

#### Electrification of Sabarmati-Bombay Railway Line

51. SHRI D. R. PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the amount estimated to be spent on the electrification of Sabarmati-Bombay line on the Western Railway;

(b) the time schedule fixed, stage-wise, to complete the scheme;

(c) the progress achieved so far;

(d) whether it is a fact that due to shortage of funds during the current year; the progress is lowered down for the last six months; and

(e) if so, whether Government propose to provide sufficient fund to complete the scheme as per time schedule fixed?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Rs. 27 crores approximately.

(b) No target date has so far been fixed for the completion of the scheme. However, the electrification work is expected to be completed in 1972.

(c) The Abstract Estimate for the electrification of the section has been sanctioned. The detailed survey of the route has made good progress. Tenders for the supply and erection of overhead equipment on the section have also been invited recently.

(d) No.

(e) Does not arise.

#### Powerlooms in Gujarat

52. SHRI D. R. PARMAR: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 2783 on the 1st December, 1967 and state:

(a) whether Government propose to reserve some quota of powerlooms for the Scheduled Castes engaged in the Handloom and tanning industries

in Gujarat State, who have become jobless as a result of mechanisation;

(b) whether Government propose to extend monetary help to such persons to enable them to purchase and to run powerloom industry; and

(c) if so, the details thereof; and whether any alternative proposals to provide jobs to these people is under consideration?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). A quota of 3200 powerlooms has been allotted to the State of Gujarat for installation during the Fourth Five Year Plan. Allotment of the powerlooms has been left to the discretion of State Government Financial assistance by Government for setting up powerlooms is confined to the Co-operative sector. Individuals can obtain financial assistance under the State Aid to Industries Act and from financial institutions in the State.

As regards proposals for providing alternative occupation, information is being collected and will be laid on the Table of the House.

पूर्वी रेलवे के दानापुर डिब्बीजन के लोको विभाग में रिक्त पद

53. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी रेलवे के दानापुर डिब्बीजन में इंजन ड्राइवर, शफ्टर, फायरमैन, सेकण्ड फायरमैन तथा क्लीनरों के कितने पद रिक्त हैं ।

(ख) इसके क्या कारण हैं ;

(ग) इन पदों पर कितने कर्मचारी अस्थायी रूप में कितने समय से कार्य कर रहे हैं ;

(घ) क्या सरकार का विचार इन पदों पर अस्थायी रूप से कार्य करने वाले कर्मचारियों को उच्च श्रेणी के पदों पर प्रदोन्नत करने का है ; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री ( श्री चे० मु० पुनाचा ) :  
(क) से (ङ). सूचना मंगायी जा रही है और समा-पटल पर रख दी जाएगी ।

जमालपुर लोको श्रेड

54. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे के जमालपुर लोको श्रेड के कर्मचारियों ने 2 दिसम्बर, 1967 को भूख हड़ताल की थी ;

(ख) क्या डिबिजनल सुपरिन्टेंडेंट के आश्वासनों पर कर्मचारियों ने अपनी भूख हड़ताल तथा अन्य आंदोलन त्याग दिये थे ; और

(ग) यदि हां, तो इस बारे में अब तक क्या कार्यवाही की गई है ?

रेलवे मंत्री ( श्री चे० मु० पुनाचा ) :  
(क) जो हां, उनमें से कुछ ने ।

(ख) प्रदर्शनकारियों ने बिना शर्त के 15-12-67 को भूख हड़ताल और आन्दोलन समाप्त कर दिया ।

(ग) सवाल नहीं उठता ।

गया का लोको श्रेड

55. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे में गया स्थित लोको श्रेड के कर्मचारियों ने 13 जनवरी, 1968 को हड़ताल की थी ;

(ख) क्या सरकार ने इस हड़ताल के कारणों का पता लगाने के लिए कोई जांच की है ;

(ग) यदि हां, तो उसका ध्वारा क्या है ;



(घ) इस हड़ताल के सम्बन्ध में कितने व्यक्तियों को गिरफ्तार किया गया है और इनमें लोको के कितने कर्मचारी हैं ; और

(ङ) क्या सरकार का विचार लोको कर्मचारियों के विरुद्ध दायर किये गये मुकदमे को वापस लेने का है और यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० सु० पुनाचा) :

(क) से (घ). ऐसी कोई हड़ताल नहीं हुई थी लेकिन यह रिपोर्ट मिली है कि गया लोको शैंड के कर्मचारियों ने इस आरोप पर कि कर्मचारियों के एक सदस्य को अपमानित किया गया है एक यात्री गाड़ी के चलने में बाधा डाली। पुलिस ने 26 लोको कर्मचारियों को गिरफ्तार किया है जिन पर भारतीय दण्ड संहिता की धारा 143/342 अथवा भारतीय रेल अधिनियम की धारा 121 के अधीन मुकदमा चलाया जा रहा है।

(ङ) रेलवे ने लोको शैंड के कर्मचारियों के विरुद्ध कोई मुकदमा दायर नहीं किया है।

#### Thacker, Committee's Report

56. SHRI S. M. BANERJEE;  
SHRI YAJNA DATT SHARMA;  
SHRI B. K. DASCHOWDHURY;  
DR. RANEN SEN;  
SHRI ESWARA REDDY;  
SHRI K. N. PANDEY;  
SHRI DHIRESWAR KALITA;  
SHRI JUGAL MONDAL;

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Thacker Committee, which was asked to conduct an enquiry into the licences issued to the Birla Group of firms has submitted its report; and

(b) if not, when the report is likely to be submitted?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a)

The Industrial Licensing Policy Inquiry Committee, under the Chairmanship of Prof. M. S. Thacker has not so far submitted its report.

(b) The report is expected to be submitted in the next few months.

#### Sick Textile Mills

57. SHRI S. M. BANERJEE: Will the Minister of COMMERCE be pleased to state:

(a) whether the sick Textile Mills have since been taken over by Government;

(b) if so, the number and names of such mills;

(c) the number of those which have not been taken over; and

(d) the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). Presumably the Hon'ble Member by "Sick textile mills" means cotton textile mills in difficulties on account of financial stringency or inefficient management. On the basis of the reports of the Investigation Committees appointed under the Industrial (Development and Regulation) Act Government have from time to time been taking over such mills and at present there are 12 mills under the Authorised; Controllers/Authorised Managing Agents. A statement of such mills is attached. The future of these and any other mills to be taken over hereafter under the Industries (Development and Regulation) Act will be determined in terms of the provisions of the Cotton Textile Companies (Management of Undertakings and Liquidation or Reconstruction) Act, 1967, which enables Government to acquire or control such undertakings.

#### Statement

(1) Model Mills Ltd., Nagpur.

(2) R. S. R. G. Mohta Spg. Wvg. and Mfg. Co. Ltd., Akola.

(3) Pratap Spg. Wvg. and Mfg. Co. Ltd., Amalner.

(4) Bengal Nagpur Cotton Mills Ltd., Rajnandgaon.

(5) India United Mills Ltd., Bombay.

(6) Muir Mills Ltd., Kanpur.

(7) The new Bhopal Textile Mills Ltd., Bhopal.

(8) Hira Mills Ltd., Ujjain.

(9) The Aurangabad Mills Ltd., Aurangabad.

(10) The Swadeshi Cotton and Flour Mills Ltd., Indore.

(11) Sri Bharathi Mills Ltd., Pondicherry.

(12) Mahalaxmi Mills Ltd., Beawar.

**Strike Notice by Chittaranjan Locomotive Works Railwaymen's Union**

58. SHRI UMANATH:  
SHRI P. RAMAMURTI;  
SHRI C. K. CHAKRAPANI;  
SHRI VISWANATHA MENON:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Chittaranjan Locomotive Works Railwaymen's Union had given notice for one day token strike on the 16th January, 1968;

(b) if so, what were their demands; and

(c) the steps taken by Government to settle the dispute?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) and (c) Do not arise.

**Subsidy to Exporters**

59. SHRI SHRI GOPAL SABOO:  
SHRI P. K. DEO:

Will the Minister of COMMERCE be pleased to state:

(a) whether the Punjab, Haryana and Delhi Chamber of Commerce and

Industry has urged Government to provide compensation to the Indian exporters for the difference in the ocean freight in exports;

(b) whether the Chamber has also brought to the notice of Government the delay in the lifting of the cargo at port towns; and

(c) if so, the action taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir.

(c) The matter is receiving attention.

**Name Plates at Stations in Tamilnad**

60. SHRI SHRI GOPAL SABOO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the name plates of almost all the Railway stations in Tamilnad put in Hindi have been defaced;

(b) whether Government are also aware that thousands of pilgrims are put to inconvenience due to that; and

(c) if so, the steps taken to restore Hindi name boards?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) Complaints of inconvenience caused to passengers by obliteration of station names in Devnagari script have not yet been received.

(c) Due to the prevailing abnormal situation, it is not considered advisable to rewrite station names in Devnagari script in Tamilnad, at present.

**Mineral Wealth in Haryana and Goa**

61. SHRI RANDHIR SINGH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government have any proposal to survey the mineral wealth in Haryana and Goa; and

(b) if so, the details thereof?

THE MINISTER OF STEEL, MINES AND METALS' (DR. CHENNA REDDY): (a) Yes, Sir.

(b) A general geological survey and preliminary mineral assessment of Haryana State has been completed. As a result of work carried out, some minerals, of which iron ores and limestones are of economic importance, have been recorded. The Geological Survey of India proposes to carry out mineral investigation in Mohindergarh district.

Detailed geological mapping and preliminary mineral survey of Goa was taken up in 1962 by Geological Survey of India with particular attention to the iron and manganese ores. The preliminary survey is completed. The iron ores are distributed in a general NW-SE belt, over a length of about 95 km., extending from Raibagha in the northwest to Salginim in the SE. The manganese deposits of Goa belong to the lateritoid type and almost all the deposits contain some iron in them. Limestone rich in magnesia extends from North of Vainguinim to Ivrem Curdo in the north eastern part of Goa. The limestone is not, however, suitable for use in blast furnace or cement manufacture.

The Geological Survey of India also proposes to carry out investigation in detail by large scale mapping, pitting and trenching for bauxite and pyrite near Betul in Goa during the field season 1967-68.

लम्बे रेशे की रूई का उत्पादन

62. श्री मधु लिमये : क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) लम्बे रेशे की रूई का उत्पादन बढ़ाने के उद्देश्य से किये गये प्रयत्नों के परिणामस्वरूप राज्यवार कितने एकरू भूमि पर इन किस्म की रूई को खेती की जा रही है ;

(ख) क्या आयातित रूई पर शुल्क लगाने तथा निर्यात संवर्धन की बजाय लम्बे रेशे को रूई का उत्पादन बढ़ाने के लिये इसका प्रयोग करने का सरकार का विचार है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

बाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) जानकारी एकत्रित की जा रही है और सभा पटल पर रख दी जायेगी।

(ख) और (ग). रूई का उत्पादन बढ़ाने के लिए पकेज कार्यक्रम पहिले ही आरम्भ किया जा चुका है, और इसके अतिरिक्त ऐसे क्षेत्रों में जहां जल की व्यवस्था सुनिश्चित हो वहां लम्बे रेशे की रूई का उत्पादन अधिकतम करने के लिये विशेष कार्यक्रम तयार किये गये हैं। भारतीय सूती पकड़ा मिल संघ द्वारा स्वच्छिक आधार पर एकत्र किया जाने वाला प्रीमियम निर्यात संवर्धन का आवश्यक प्रयोजन को पूरा करता है और उतः अतिरिक्त इस सन्दर्भ में आयातित रूई पर शुल्क लगाना आवश्यक नहीं समझा जाता।

मुंगेर से दानापुर तक रेलगाड़ी

63. श्री मधु लिमये : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मुंगेर (पूर्व रेलवे) से जमालपुर तक जाने वाली रेलगाड़ी, जो जमालपुर रात को 10 बजकर 52 मिनट पर पहुंचती है, के यात्रियों को पटना, दानापुर के लिये गाड़ी रात को 2 बजकर 47 मिनट पर मिलती है और उन्हें इससे काफी असुविधा होती है ;

(ख) क्या सरकार का विचार 10 बजकर 52 मिनट पर पहुंचने वाली मुंगेर से दानापुर वाली गाड़ी में एक तीसरे दर्जे का डिब्बा लगाने का है जो मुंगेर-जमालपुर गाड़ी से जमालपुर में अलग कर दिया जायेगा

और हावड़ा-दामापुर यात्री गाड़ी में जोड़ दिया जायेगा ; और

(ग) यदि नहीं, तो उनके क्या कारण हैं ?

**रेलवे मंत्री (जी. व्ही. मु. पुनाचा):**

(क) जी हाँ ।

(ख) जी नहीं ।

(ग) नवम्बर और दिसम्बर, 1967 किये गये विश्लेषण से पता चला है कि मुनेर से पटना क्षेत्र के लिए इस गाड़ी से यात्रा करने वाले सभी दर्जों के सीधे जाने वाले यात्रियों की संख्या का दैनिक औसत एक से कम है । वतः एक सीधा स्वारी डिब्बा चलाने का औचित्य नहीं है ।

#### **Import of Raw Materials or Small Scale Industries**

64. SHRI S. C. SAMANTA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the extent to which the needs of the imported raw materials in the small-scale sector of industries have been met since the announcement of the Import Trade Control Order;

(b) the percentage of capacity of this sector still lying idle for want of imported or scarce raw materials; and

(c) whether any steps are being taken to bring about an improvement in the situation?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). Information is being collected and it will be laid on the Table of the House.

#### **Tea Board Warehouses at Calcutta**

65. SHRI YASHPAL SINGH: Will the Minister of COMMERCE be pleased to state:

(a) whether the Tea Board's recommendation to run the new warehouse at Calcutta has since been received by Government;

(b) if so, the nature thereof; and

(c) the decision taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) and (c). Do not arise.

#### **Export of Iron Ore**

66. SHRI YASHPAL SINGH: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have a proposal under consideration to promote the export of iron ore; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. Government have set targets for achieving an export capacity of 25 million tonnes per annum by the end of the Fourth Plan. The schemes for expanding mining and railway capacity for achieving this target have been taken in hand. Mechanical ore loading facilities have been provided at some of the major ports. Where such facilities are not in existence, schemes have been taken up to speed for loading through mechanical process.

#### **Licences for Manufacture of Tyres**

67. SHRI YASHPAL SINGH:  
SHRI BABURAO PATEL:  
SHRI RAM CHARAN:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that there is a great shortage of scooter and motor-cycle tyres in the country driving all available stocks into the black-market;

(b) whether to supply the ever-increasing demand for these tyres,

Government propose to permit expansion of the present manufacturing units or encourage the establishment of new manufacturing units exclusively for these tyres;

(c) the number of tyres and value of scooter and motor cycle tyres required during the last 3 years and the demand likely in the next 3 years; and

(d) whether Government have any policy in regard to these tyres and if so, the salient features thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Government are aware of the short-

age of scooter and motor cycle tyres in the country. Steps are being taken to augment the production of these tyres with a view to making them available to consumers at reasonable prices.

(b) The Automobile Tyre and Tube Industry has been removed recently from the banned list for the purpose of establishing further capacity for the manufacture of these tyres.

(c) The production of scooter and motor cycle tyres and their ex-factory value during the last three years is as under:

Year	Production of tyres for		Combined ex-factory value
	Scooters	Motor cycles	
1965 . . . . .	146,114	81,006	1,06,85,068
1966 . . . . .	150,858	72,747	1,20,98,653
1967 . . . . .	144,609	68,801	1,13,40,350

The demand for scooter and motor cycle tyres during 1968 is estimated to be 250,000 nos., and 85,000 nos., respectively. The demand is estimated to go up to 450,000 nos. and 150,000 nos., for the scooter and motor cycle tyres respectively.

(d) Automobile Tyre Industry is a priority industry and all encouragement is given to step up the production of these tyres.

**Small Car**

68. SHRI YASHPAL SINGH:  
 SHRI B. K. DASCHOW-DHURY:  
 SHRI TULSIDAS JADHAV:  
 SHRI KAMESHWAR SINGH:  
 SHRI A. SREEDHARAN:  
 SHRI MOHSIN:  
 SHRI YAJNA DATT SHARMA:  
 SHRI M. N. REDDY:  
 SHRI GADILINGANA GOWD:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have finalised the proposal to manufacture small car in the public sector in the country;

(b) if so, the estimated value fixed for the same;

(c) the site proposed for the same; and

(d) the funds allotted for the same?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The matter is still under consideration.

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

**Passenger Amenities**

69. SHRI SHRI CHAND GOEL: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government to provide editorial amenities to the third class passengers during the current years;

(b) whether any steps have been taken to avoid over-crowding on

the Northern Railway during the current year and if so, the details thereof; and

(c) the steps, if any, taken to improve sanitation in railway trains and platform during the current year?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) A statement containing the information is laid on the Table of the House. [Placed in Library. See No. LT--22/67.]

(b) Yes, 34 trains have been introduced/extended and the loads of 45 trains augmented during the period from 1st April to 31st December, 1967.

(c) Arrangements are provided at all train starting stations for all passenger trains rakes to be thoroughly cleaned and properly disinfected. The cleanliness of coaches in trains is also attended to at all important stations through which trains pass.

Safaiwalas are posted at all stations to ensure cleanliness of station premises including platforms. Their work is supervised by Station Masters. At important stations Sanitary Inspectors have been posted for this purpose. Necessary instructions have been issued to Inspectors and Station Masters to ensure that proper sanitation is maintained in the railway trains as well as in station premises.

Inspections on the sanitation aspect were intensified during the current year.

**Railway Stores Purchased from U.S.A.**

**70. SHRI SHRI CHAND GOEL:** Will the Minister of RAILWAYS be pleased to state:

(a) the total value of railway stores purchased from U.S.A. and other countries during the current year;

(b) whether it is a fact that some of these stores could be produced in the country; and

(c) if so, the steps taken by Government to make the country self-sufficient in the matter of railway stores?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) Rs. 16.95 crores' worth of orders have been placed during the period from 1.4.1967 to 31.12.1967.

(b) No. All proposals for import from any country are examined from indigenous angle and import is permitted only when no suitable indigenous substitutes are available except in special cases e.g., where import may be part of an overall package scheme etc.

(c) The steps taken are outlined in the statement laid on the Table of the House. [Placed in Library. See No. LT-23/68.]

#### **India's Trade Agreement**

**71. SHRI SHRI CHAND GOEL:** Will the Minister of COMMERCE be pleased to state:

(a) the major trade agreements concluded between India and other foreign countries during the current year; and

(b) their likely effects on the Indian economy and trade?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) Major trade agreements/arrangements were concluded between India and the following countries during the current year:—

(i) Iran

(ii) Afghanistan

(iii) Republic of Brazil (This is still to be ratified).

(b) The agreements are likely to increase. India's trade with these countries but it is too early to assess the exact effects on India's economy.

**Committee on Passenger Amenities**

74. SHRI ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee appointed by Government to go into the question of amenities to the passengers has submitted its report;

(b) if so, the main recommendations thereof; and

(c) the decisions taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Not yet. The Report is expected within a few days.

(b) and (c). Do not arise.

**रेलवे वर्कर्स यूनियन, वाराणसी**

75. श्री निहाल सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गाड़ों, टिकट क्लैक्टरो, ड्राइवरों आदि ने, जो रेलवे वर्कर्स यूनियन, वाराणसी, उत्तर रेलवे के सदस्य हैं, सरकार को अपनी मांगों का एक ज्ञापन-पत्र भेजा है ;

(ख) यदि हां, तो उनकी मांगें क्या हैं ; और

(ग) सरकार ने उनकी मांगों को कहाँ तक पूरा किया है ?

**रेलवे मंत्री (श्री च० मु० पुनाचा) :**

(क) वाराणसी स्थित विज्ञान यूनियन से गाड़ों, टिकट क्लैक्टरो, ड्राइवरों आदि की मांगों का कोई ज्ञापन नहीं मिला है। सच बात तो यह है कि उत्तर रेलवे में "रेलवे वर्कर्स यूनियन, वाराणसी" नाम से कोई यूनियन नहीं है।

(ख) और (ग). स्वभाव नहीं उठता।

**कपड़ा मिलें**

76. श्री निहाल सिंह : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकारी तथा गैर-सरकारी क्षेत्रों में कितनी कितनी तथा कौन कौन सी कपड़ा मिलें हैं तथा वे कहाँ-कहाँ पर हैं ;

(ख) गत पांच वर्षों में सरकार ने इन मिलों को कितनी विदेशी मुद्रा मंजूर की और इस से कितनी विदेशी मुद्रा अर्जित हुई ; और

(ग) ऐसी प्रत्येक मिल में कितने कर्मचारी काम कर रहे हैं ?

वाणिज्य मंत्रालय में उप-मंत्री ( श्री मुहम्मद शकी कुरेशी ) : (क) से (ग). जानकारों एकत्रित की जा रही है और समा पटल तर रख दी जायेगी।

**काली मिर्च, मेवों आदि के निर्यात के लिये लाइसेंस**

77. श्री निहाल सिंह : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पांच वर्षों में कितने व्यापारियों को काली मिर्च और मेवों आदि के निर्यात के लिये लाइसेंस दिये गये थे और उनमें से कितनी विदेशी मुद्रा मंजूर की गई थी ;

(ख) इस अवधि में जिन व्यापारियों को नियमित रूप से लाइसेंस जारी किये गये थे उनके नाम क्या हैं ;

(ग) गत दो वर्षों में कितने व्यापारियों ने लाइसेंस के लिये आवेदन पत्र दिये थे और उनमें से कितने व्यापारियों को वास्तव में लाइसेंस जारी किये गये थे ; और

(घ) कितने व्यापारियों ने उनको फलों तथा मेवों आदि के निर्यात के लाइसेंस न मिलने के बारे में, शिकायतें की हैं और इस सम्बन्ध में क्या कार्यवाही की गई है ?

वाणिज्य मंत्रालय में उप-मंत्री ( श्री मुहम्मद शकी कुरेशी ) : मेवों तथा काली मिर्च के निर्यात पर नियंत्रण

नहीं है और निर्यात के लिये लाइसेंस देने और विदेशी मुद्रा के नियंत्रण करने का प्रश्न नहीं उत्पन्न।

#### Woolen Industry in Ludhiana

78. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware of the possibility of complete ruin of Ludhiana's small-scale woolen manufacturers as a result of the setting up of large scale hosiery plants; and

(b) if so, how Government propose to protect Ludhiana's small-scale woollen industry?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Government are not aware of any proposal to set up new large hosiery plants. The hosiery industry in Ludhiana has all along consisted of small, medium and big units, and size has not affected its efficiency. The quota which was given to these units on the basis of consumption is, however, being progressively reduced in the case of the bigger units with a view to narrow the existing gap between the minimum and maximum quotas.

(b) Does not arise.

#### दक्षिण मध्य रेलवे के तिलाटी स्टेशन पर मालगाड़ी की दुर्घटना

79. श्री श्रीकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 2 जनवरी, 1968 को दक्षिण मध्य रेलवे में तिलाटी रेलवे स्टेशन पर एक मालगाड़ी दुर्घटनाग्रस्त हो गई थी जिसमें इंजन के ड्राइवर और उसके साथी की घटना स्थल पर ही मृत्यु हो गई थी, और

(ख) यदि हां, तो दुर्घटना के क्या कारण थे ?

रेलवे मंत्री (श्री बे० मु० पुनावा) :

(क) जी हां इस दुर्घटना में ड्राइवर और सहायक ड्राइवर की मृत्यु हो गयी थी। अन्य किसी व्यक्ति की मृत्यु नहीं हुई।

(ख) दुर्घटना के कारण की जांच की जा रही है। लेकिन जाहिरा तौर पर ऐसा प्रतीत होता है कि दुर्घटना रेल कर्मचारियों की गलती के कारण हुई थी।

#### हाथरस स्टेशन का लूटा जाना

80. श्री श्रीकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1 जनवरी, 1968 को डाकुओं ने हाथरस स्टेशन को लूटा, स्टेशन मास्टर और अग्निस्टेन्टे स्टेशन मास्टर को घायल किया तथा नकदी तथा टिकट लेकर भाग गये; और

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ?

रेलवे मंत्री (श्री बे० मु० पुनावा) :

(क) और (ख). 28-12-67 की रात को पूरा स्टेशन पर जो हाथरस से भगला स्टेशन है, डकैती की एक घटना हुई। जिस समय सहायक स्टेशन मास्टर और उनके साथ एक भारिक इयटी पर ये तो देशी पिस्तौल, एक नली वाली बन्दूक और लाटियों से लैस चार व्यक्ति 00.40 बजे के लगभग सहायक स्टेशन मास्टर के कार्यालय में घूस घ्राये और तिजौरी की चाबियां मांगने लगे। डर के मारे स्टेशन मास्टर ने टिकट-ट्यूब की चाबि य हवाले कर दीं। टिकट-ट्यूब में 27 रुपये 70 पैसे थे। उसके बाद डकैतों ने पिछली तारीख में इकट्ठा हुई नकदी की मांग की, जिसे भेजा नहीं गया था। जब सहायक स्टेशन मास्टर ने कहा कि उसके पास और कोई चाबी नहीं है तो उस पर लाठी का वार किया गया और उसकी बर्दी उतरवा ली गयी। उसके बाद,



तीन अपराधी उसे स्टेशन मास्टर के क्वार्टर पर ले गये। सहायक स्टेशन मास्टर के पुकारने पर स्टेशन मास्टर बाहर आ गये और पिस्तौल के जॉर पर उन्हें अपराधियों के साथ चल पड़ने और मुहरबन्द बंडल में रखी हुई 707 रुपये की नकदी उनके हवाले करने को विवश होना पड़ा। उसके बाद, लूटी हुई नकदी, पुरा से मैनपुरी के 15 टिकट अन्य स्टेशन अभिलेख और सहायक स्टेशन मास्टर की वर्दी की चीजों को लेकर डकैत स्टेशन से चले गये।

अलीगढ़ की सरकारी रेलवे स्पुलिस ने 30-12-1967 को भारतीय दण्ड संहिता की धारा 394 के अधीन अपराध सं० 183 का मामला दर्ज किया था। अभी तक एक आदमी गिरफ्तार हुआ है और पुलिस अभी मामले की जांच-पड़ताल कर रही है। अभी कोई सम्पत्ति बरामद नहीं हुई है।

#### राजस्थान के कोटा और अन्य स्टेशनों से फर्श की टाइलों का निर्यात

81. श्री श्रींकार लाल बेरवा : क्या रेलवे मंत्री यह बता की कृपाने करेंगे कि :

(क) क्या यह सच है कि राजस्थान के कोटा तथा अन्य नगरों से पालिश कः हुई तथा बिना पालिश कुछ टाइलें निर्यात की जाती हैं ;

(ख) क्या यह भी सच है कि दोनों किस्म की टाइलें बाजार में तृष्क-मृष्क बंची जाती हैं ;

(ग) क्या दोनों किस्म की टाइलों की भाड़े को दरें भिन्न भिन्न हैं और यदि हां, तो उनमें कितना अन्तर है ; और

(घ) 1966-67 में रायगंज और भवानी केन्द्रों से पालिश की हुई और बिना पालिश फर्श की टाइलों से कितनी राशि बमूल हुई ?

लवे मंत्री (श्री च० सु० पुताबा) :

(क) राजस्थान के कोटा या अन्य स्टेशनों

से बिना पालिश कः हुई या पालिश की हुई फर्श की टाइलें बुरा नहीं की जाती। लेकिन कोटा डिबीजन के रामगंज मंडी स्टेशन से फर्श पर बिछाने के लिए इस्तेमाल होने वाली विभिन्न आकारों में कटी हुई पत्थर की तिल्लियां बुरा की जाती हैं। पत्थर की इन तिल्लियों में से कुछ पालिश की हुई होती हैं।

(ख) पालिश की हुई या बिना पालिश की हुई पत्थर की तिल्लियां मिले-जुले रूप में ए 5 साथ बुरा की जाती हैं। यह कहना कठिन है कि वे बाजार में अलग-अलग बेची जाती हैं या नहीं।

(ग) पत्थर की तिल्लियों के लिए माल भाड़ा बही है, चाहे वे पालिश की हुई हों या बिना पालिश की हुई। प्रभायं दर फुटकर में 50-ती और मालटिब्बा भार में 35-ए है।

(घ) फर्श के लिए इस्तेमाल होने वाली पत्थर की तिल्लियों के अलग-अलग आकड़े उपलब्ध नहीं हैं। 1966-67 में रामगंज मंडी से पत्थर का कुल यातायात जिसमें इस प्रकार की तिल्लियां भी शामिल हैं, 1,43,961 मोटरिक टन था और उनमें कुल 37,07,196 रुपये राजस्व प्राप्त हुआ।

भवानी मंडी में इस प्रकार का कोई यातायात नहीं हुआ।

#### कोटा रेलवे स्टेशन

82. श्री श्रींकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोटा रेलवे स्टेशन पर तीसरी श्रेणी का कोई प्रतीक्षा एवं विश्राम कक्ष नहीं है ;

(ख) क्या यह भी सच है कि वहां पर प्रथम श्रेणी के और प्रतीक्षा कक्षों तथा विकास कक्षों की आवश्यकता है ; और

(ग) यदि हां, तो प्रतीक्षा कक्ष तथा विश्राम कक्ष बढाने के लिए सरकार का क्या कार्यय ही करने का विचार है और इस कार्य में कितना समय लयने की सम्भावना है ?

रतबं मन्त्री (श्री. श्री. सु. कुन्दा) :

(क.) जो नहीं। कोटा रेलवे स्टेशन पर तीसरे दर्जे का एक प्रताक्षालय पहले से है।

(ख.) जो नहीं। अभी नहीं, क्योंकि वर्तमान सुविधाएँ पर्याप्त समझी जाती हैं।

(ग.) सवाल नहीं उठता।

#### Import Licences for Deep Sea Fishing Trawlers

83. SHRI P. P. ESTHOSE:  
SHRI K. RAMANI:  
SHRI VISAWANATHA ME-  
NON:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have received any representation from the Indian Sea-food Exporters Association, Cochin asking for the grant of import licences for deep sea fishing trawlers; and

(b) if so, the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The representation is still under consideration of the Government.

#### Export of Tyre Cord

84. SHRI MANIBHAI J. PATEL:  
Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that to promote export of tyre cord, an agreement has been concluded with Poland;

(b) if so, the names of Polish and Indian firms representing the two countries and other details of the agreement;

(c) whether it is also a fact that due to the world glut in tyre cord, the Indian exports could only be affected at a substantial loss and whether Government propose to grant any export subsidy;

(d) whether the export of tyre cord is likely to affect domestic prices of tyres; and

(e) whether the possibilities of utilising the cord in some other industries have been considered and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No agreement for the export of rayon tyre cord has been concluded at Government to Government level. This item has, however, been included in the list of commodities exportable from India to Poland during 1968.

(b) Does not arise.

(c) No, Sir.

(d) No, Sir.

(e) Yes, Sir. One unit in collaboration with a Canadian firm is registered for the production of cord strappings.

#### Operation of Steel Plants

85. SHRI MANIBHAI J. PATEL:  
Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that a symposium on the economics of installation and operation of Steel Plants in developing countries was recently held in Delhi;

(b) if so, the countries which participated and the suggestions made in the symposium; and

(c) Government's reaction thereto?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHENNA REDDY): (a) to (c). A Symposium on the "Economics of Installation and Operation of Steel Plants in the Developing Countries" was held in Jamshedpur between January 30, 1968 and February 3, 1968. Apart from India, delegates from the Iron and Steel Institute of Latin America par-

ticipated in the Symposium at the invitation of the Indian Institute of Metals. The Indian Institute of Metals is a private Association of Metallurgist registered under the Indian Companies Act, 1913. The proceedings of the Symposium have not yet been received by Government.

**Cooper Allen Co., Kanpur**

86. SHRI MANIBHAI J. PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the British India Corporation is going to close down their unit named the Cooper Allen Co., Kanpur which is the biggest leather factory in India and if so, the reasons therefor;

(b) whether Government were approached by the management of the company with a proposal to take it over and if so, Government's reaction thereto; and

(c) the steps taken by Government to keep the factory running in view of its importance and to save thousands of workers being thrown out of job?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED)**

(a) The Cooper Allen Unit of the British India Corporation Limited suffered considerable losses over a period of years on account of several factors including absence of, or diminution in, orders for supplying defence requirements, old and obsolete machinery etc. The management of the Company has, therefore, been considering the necessity of disposing of or closing down this unit for some time past but it has been advised to defer the matter.

(b) and (c). Various proposals have been made with regard to future running of this concern. The entire matter is under consideration.

**Indian Property Seized by Pakistan**

87. SHRI D. N. PATODIA: Will the Minister of COMMERCE be pleased to refer to the reply given to Starred Question No. 570 on the 8th December, 1967 and state:

(a) whether any progress has since been made to recover the ships and properties seized by Pakistan during the last conflict;

(b) if so, the particulars of the claims realised; and

(c) if not, the manner in which Government propose to deal with the situation?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) to (c). The Government of India is still pursuing their efforts with the Government of Pakistan for the mutual restoration of the properties seized by either country.

**Abolition of Export Duty on Jute Goods**

88. SHRI D. N. PATODIA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that during last decade, while Pakistan's share in the export of jute goods has increased from 7 per cent to nearly 30 per cent, India's share during the same period has fallen from 83 per cent to 6 per cent;

(b) whether the industry has requested a phased abolition of export duty on jute goods so as to make them more competitive in the world market; and

(c) if so, the decision taken thereon?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) It is true that relatively speaking, Pakistan's share as a percentage of world trade in jute goods has increased over the decade ending 1967. Quantitatively, the total exports of these goods from India

had increased from 847,300 tonnes in 1957-58 to 950,200 tonnes in 1964-65 and was only 734,200 tonnes in 1966-67 when the industry was facing difficulties.

(b) and (c). In line with Government's general policy to keep performance of exports under constant review and in the light of various representations, including from the industry, for duty concession export duties have been reduced with effect from 7-2-68 on hessian soaking and specialities by Rs. 250, Rs. 200 and Rs. 600 per tonne respectively.

#### **Joint Plant Committee**

89. SHRI D. N. PATODIA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that a committee has been appointed to go into the question of reorganisation of the functions and set up of the Joint Plant Committee;

(b) why the constitution of the committee was found necessary even after a high power committee headed by Shri Khadilkar had submitted a report on this subject;

(c) what new grounds will be covered by the new committee; and

(d) how many of the recommendations of the Khadilkar Committee have been accepted for implementation?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI):**

(a) Yes, Sir.

(b) and (c). The Study Team headed by Shri R. K. Khadilkar, which was appointed to go into the working of the Iron and Steel Controller's Organisation, submitted the first part of their report on the production, price and distribution of indigenous steel in May, 1966. Since then, there have been complaints about the working of the Joint Plant Committee and the effectiveness of its regulation over the producers.

The Standing Committee of the Iron and Steel Advisory Council accordingly set up a Committee under the chairmanship of the Secretary, Department of Iron and Steel to go into the question.

(d) In part I, there were 59 recommendations, of which only one was not accepted and the others have been accepted for implementation, some with minor modifications. Similarly, in part II there were 66 recommendations, of which only 2 were not accepted and the others were accepted for implementation, some with minor modifications.

#### **Chairman of Heavy Engineering Corporation, Ranchi**

90. SHRI D. N. PATODIA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that an ex-Minister has been appointed as Chairman of the Heavy Engineering Corporation, Ranchi; and

(b) if so, the reasons for appointing a non-technical person in this undertaking?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):** (a) The appointment of Chairman has not yet been finalised;

(b) Does not arise.

#### **Bokaro Steel Project**

97. SHRI ONKAR SINGH;  
SHRI INDRAJIT GUPTA:

Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Starred Question No. 855 on the 22nd December, 1967 and state:

(a) the details of the order given to different parties for construction materials and equipment required by the Bokaro Steel Project; and

(b) whether government have received any complaints regarding these orders?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) Details of orders placed for steel structurals required for Bokaro Steel Plant are given below:

Name of the firm on whom orders placed by Hindustan Steel works Construction Limited	Quantity for which orders placed
(in tonnes)	
1. Messrs. Consolidated Engineering Co., New Delhi . . . . .	5,600
2. " Siesta Industrial & Trading Corporation, Bombay . . . . .	3,000
3. " Hindustan Development Corporation, Calcutta . . . . .	1,000
4. " Mining & Allied Machinery Corporation, Durgapur. . . . .	2,200
5. " Kaveri Structural, Madras . . . . .	7,236
6. " Tungabhadra Steel Products Ltd. Tungabhadra . . . . .	2,530
7. " Arthur Butler & Co., Calcutta . . . . .	6,650
8. " Bharat Industrial Works, Bhilai . . . . .	6,650
9. " Central India Machinery Manufacturing Co. Ltd., Bharatpur . . . . .	8,400
10. " Modern Indian Construction Co. Ltd., Calcutta . . . . .	10,000
11. " Andhra Foundry & Machine Co. Limited, Secunderabad. . . . .	4,070
12. " Hindustan Motors Ltd. Calcutta . . . . .	6,404
13. " Hindustan Development Corporation, Calcutta . . . . .	8,573
14. " Prem Engineering Works, Meerut . . . . .	9,900
15. " Triveni Structural, Nainj, Allahabad . . . . .	4,894
16. " New Standard Engineering Co. Ltd, Bombay . . . . .	10,085

In addition, Bokaro Steel Limited have also placed the following orders for steel structurals:

1. Messrs. Tjazhpromexport, Moscow, USSR . . . . .	17,700
2. " Heavy Engineering Corporation, Ranchi . . . . .	32,000
3. " Mining & Allied Machinery Corporation, Durgapur . . . . .	4,920

(b) Yes, Sir. Complaints were received from some fabricators who were not awarded any work. The prices quoted by them were, however, found to be much higher as compared to the quotations from others to whom work had been awarded.

#### Fifth Steel Plant

92. SHRI ARJUN SINGH BHADORIA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government have taken any decision for the establishment of the fifth steel plant in South India; and

(b) if so, what will be its outlay?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) No, Sir. The question of setting up of the Fifth Steel Plant is still under consideration. It has to be examined along with other projects, in the light of the overall demand for steel and the resources available for the implementation of the development programmes in the country as a whole.

(b) Does not arise.

#### रेल दुर्घटनायें

93. श्री अर्जुन सिंह भदौरिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1967 में कितनी रेल दुर्घटनायें हुईं और उनमें से ऐसी कितनी दुर्घटनायें हुईं जिनमें एक या अधिक व्यक्तियों की मृत्यु हुई अथवा उन्हें चोट आई; और

(ख) क्या इन बात का कोई निश्चित सुराग मिला है कि इन रेल दुर्घटनाओं में राजनीति शरारतियों तथा विदेशी एजेंटों का हाथ था ; और

(ग) यदि हां, तो इनका व्यौरा क्या है ?

**रेलवे मंत्री ( श्री बे० सु० पुनावा ) :**

(क) 1967 में भारत की सरकारी रेलों पर गाड़ियों के टकराने, गाड़ियों के पटरी से उतर जाने, समपारों पर गाड़ियों का सड़क यातायात से टकरा जाने और गाड़ियों में आग लगने की 1,128 गाड़ी दुर्घटनाएं हुईं। इनमें से 129 दुर्घटनाओं में लोग हताहत हुए।

(ख) यद्यपि कुछ दुर्घटनाएं तोड़-फोड़ की कार्रवाई के कारण हुईं, लेकिन ऐसे कोई निश्चित संकेत नहीं मिले जिनसे यह पता चले कि इनमें से किसी दुर्घटना में राजनीतिक शरारतियों और/या विदेशी एजेंटों का हाथ था।

(ग) सवाल नहीं उठता।

**कोयला ढोने वाली माल-गाड़ियां**

95. श्री अर्जुन सिंह भवौरिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोयला तथा अन्य खनिज पदार्थ ढोने के लिये रेलवे द्वारा उपलब्ध की गई माल-गाड़ियों का कुछ क्षमता का इस समय उपयोग नहीं किया जाता है; और

(ख) यदि हां, तो गाड़ियों की क्षमता का पूरा उपयोग करने के लिये क्या कार्य-वाही की गई है ?

**रेलवे मंत्री ( श्री बे० सु० पुनावा ) :**

(क) जो हां। कोयले और कुछ खनिजों के परिवहन के लिए (विशेष रूप से इस्पात कारखानों तक और निर्यात के लिए) जिस

क्षमता का विकास किया गया था, वह इस समय अंशतः बिना उपयोग के रह जाती है।

(ख) इस प्रकार मुख्यतः जो क्षमता बिना उपयोग के रह जाती है वह है:—

(i) कोयला-इस्पात क्षेत्र और बैलाडिल्ला-कंटबलामा जैसी नव-निर्मित लाइनों की सेक्शन क्षमता और

(ii) इस्पात कारखानों को, ख.सकर कोयला, निर्यात ग्रयस्क, कच्चा माल पहुंचाने तथा इस्पात कारखानों से बने सामानों को ढोने के लिए बी ओ आई, के आर, बी ओ एक्स, बी एफ आर डिस्म के माल डिब्बे।

अपने विशेष स्वरूप के कारण इस फालतू क्षमता का दूसरे क्षेत्रों में अन्य यातायात के लिए न तो उपयोग किया जा सकता और न स्थानान्तरण। फिर भी, तिरपाल लगाकर अथवा कुछ अन्य अस्थायी रूपान्तरण आदि करके फालतू मालडिब्बों को उन यातायात में उपयोग के प्रदास किये जा रहे हैं जिनके लिए वे मूलतः नहीं बने थे। लेकिन ऐसे उपयोग का क्षेत्र सामित है।

#### Cess on Cloth

96. SHRI M. L. SONDHI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that some staff from the office of the Deputy Accountant General, Commerce, Steel & Mines, Bombay was placed at the disposal of the Textiles Committee of the Ministry to organise collection of cess on cloth, etc;

(b) whether it is also a fact that no appreciable progress has been achieved and arrears of cess have accumulated; and

(c) if so, the action Government propose to take to stream-line the machinery for speedy collection of the cess?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD SHAFI QURESHI): (a) to (c). Presumably the Hon'ble Member is referring to the levy of fee by the Textiles Committee under the Textiles Committee under the Textiles Committee Act, 1963. Fee is being collected since 1st March, 1964, and for this work some staff of the Deputy Accountant General, Commerce, Work, and Miscellaneous, Bombay has been obtained by the Committee on deputation. Against Rs. 122 lakhs leviable upto the end of January, 1968, actual collection of fees is of the order of Rs. 90 lakhs. Out of Rs. 32 lakhs of the outstanding dues, Rs. 22 lakhs are in respect of the parties which have raised legal objections to this fee. Necessary action is being taken to meet these objections.

**Railway Employees in Khurda Division of S. E. Railway**

97. SHRI CHINTAMANI PANI-RAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is an abnormal delay in the payment of overtime allowance, travelling allowance, house rent allowance, increments, acting allowances and wages to the employees in the Khurda Division of the South Eastern Railway;

(b) if so, the amount which has remained unpaid against each of these claims; and

(c) the period for which these claims have remained unpaid?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c) Information is being collected and will be laid on the table of the Sabha.

**Decontrol of Cement**

98. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the extra amount which was made available to the Cement Allocation and Coordination Organisation by decontrolling cement;

(b) the companies which have not expanded capacities as promised by them to Government; and

(c) the capacities agreed to be expanded by them and the capacities actually expanded?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Cement Allocation and Coordinating Organisation was set up by the Cement Industry to regulate distribution of cement on 'no profit no loss' basis on decontrol of cement in 1966. No amount other than an element of Rs. 0.25 per tonne was included in the f.o.r. price as remuneration of that organisation.

(b) M/s. K. C. P. Ltd., Andhra Cements, Madras Cements, Bagalkot Cements, Mysore Iron & Steel and Dalmia Dadri Cement Ltd have as yet no scheme for expansion.

(c) A statement is laid on the Table of the House. [Placed in Library. See No. LT-24/67.].

**Loans by M.M.T.C.**

99. SHRI HARDAYAL DEVGUN: Will the Minister of COMMERCE be pleased to state:

(a) the total amount of loans advanced by the Minerals and Metals Trading Corporation during the years 1966-67 and 1967-68 to various suppliers of iron and manganese ores for the development of mines;

(b) whether it is a fact that in case of certain parties the established criteria viz. credit-worthiness, ability to supply ore and the past performance, were not observed while granting loans to them; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI KURESHI): (a) Information on the total amount of loan granted by the M.M.T.C. during the

years 1966-67 and 1967-68 is given below:

Year	Manganese ore Rs.	Iron ore Rs.
1966-67 .	18,20,250	4,79,920
1967-68 . .	13,81,378	1,75,682

(b) No, Sir.

(c) Does not arise.

### Blackmarketing in Motor Vehicles

100. SHRI HARDAYAL DEVGUN: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the steps taken by Government to prevent blackmarketing in motor vehicles specially Fiat Car; and

(b) whether the capacity of the applicant to maintain a motor car is considered before an allotment is made to the party?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) In order to secure the equitable distribution and availability at fair prices of Motor Cars, Scooters and Motor Cycles, Government had, in exercise of the powers conferred by Section 18(G) of the Industries (Development and Regulation) Act, 1951, promulgated the following Control Orders:—

(1) The Motor Cars (Distribution and Sale) Control Order, 1959—effective from 1st May, 1959.

(2) The Scooters (Distribution and Sale) Control Order, 1960—effective from the 2nd September, 1960.

According to these Control Orders, every dealer is required to register

the orders of the customers, and deliver vehicles to them, strictly in the chronological order. No one is permitted to purchase more than one vehicle in any calendar year, except with the prior permission of the concerned authority. These Control Orders also prohibit the resale of vehicles before two years in the case of a Motor Car and before one year in the case of a Sooter/Motorcycle, etc., except with the prior permission of the concerned authority.

Government also exercises an informal Control over the prices of these vehicles.

(b) For allotment of cars out of Central Government quota, the capacity of an applicant to maintain a car is considered before his application for allotment of a car is entertained.

### Accommodation for S.T.C. and M.M.T. C. Office N. Delhi.

101. SHRI HARDAYAL DEVGUN: Will the Minister of COMMERCE be pleased to state:

(a) the total year's rent being paid to private individuals by the Minerals and Metals Trading Corporation and State Trading Corporation; for their office accommodation in Delhi;

(b) the total floor area of each building in possession of the Minerals and Metals Trading Corporation and State Trading Corporation in Delhi and the rental value of each;

(c) the total rent paid since January 1960; and

(d) whether the Minerals and Metals Trading Corporation and State Trading Corporation propose to have their own buildings for office accommodation; and if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and

(b).



Relevant information is given below:

Name of the Building		Floor Area (Sq. ft.)	Rent per annum
(i) State Trading Corporation	Express Building, Bahadur Shah Zafar Marg, New Delhi.	43601	Rs. 523,212
	Herald House, B. S. Z. Marg, New Delhi.	5625	126,900
	Link House, B.S.Z. Marg, New Delhi.	2244	50,820
	58, Ring Road, New Delhi.	4000	31,200
	57, Ring Road, New Delhi.	1800	18,000
	2E/7, Jhandewalan Extension, New Delhi.	6052	24,000
TOTAL .			774,132
(ii) Minerals and Metals Trading Corporation	Express Building	30299	363,588
	Indian Standards Institute's Building (Manakalaya)	14858	312,018
TOTAL .			675,606

(c) The State Trading Corporation has paid a total rent of Rs. 49,73,128 since January, 1960 to January, 1968. The Mineral's and Metals Trading Corporation has paid a total rent of Rs. 19,43,696.69 from 1-10-1963 (the date of its inception) to 31-3-1967.

(d) Yes, Sir. A site has been allotted for housing the offices of S.T.C. M.M.T.C. by the Delhi Administration, and as soon as its possession is given to the Corporations further action will be taken for the construction of the office buildings.

#### Railway Catering Committee

102. SHRI SRADHAKAR SUPAKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee, which was set up to inquire into the working of departmental and contract catering of railways, has submitted its report; and

(b) if so, the main recommendations thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Not yet. It is, however, expected to submit its report within a few days.

(b) Does not arise.

#### Import of Super Steel and Steel Alloys

103. SHRI SAMAR GUHA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the types of super steel and steel alloys that are imported from foreign countries at present;

(b) whether all possibilities for production of such steel and alloys have been explored in India; and

(c) the reasons why India could not be made self-sufficient in the production of such steel and alloys?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) High speed steel, high carbon chromium steel, alloy forging quality steel, sulphur bearing free cutting steel, hollow drill steel, high tensile steel fire/tape for cable industry, stainless steel sheets including heat resisting type (18 gauge and thicker) and hacksaw blade strips in coils, etc. are imported at present.

(b) and (c). All efforts are being continuously made to develop indigenous production and achieve maximum possible self sufficiency in these steels but the specifications are so

varied and the quantities so limited that it is not feasible to produce the whole range of these steels at home at present.

#### Curricular Railway in Calcutta

104. SHRI SAMAR GAUHA:  
SHRI C. K. BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether planning for the proposed circular railway in Calcutta area has been completed;

(b) if so, the time schedule for starting construction of such a Railway; and

(c) if not, the reasons for the delay?

THE MINISTER OF RAILWAYS  
SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

(c) A survey has been undertaken for two lines, viz. one from Dum Dum to Princep Ghat and another from Dum Dum to Ballygunge through the Salt Lake Area. These surveys are yet to be completed.

#### Guna-Maksi Railway Line

105. SHRI BABURAO PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the earth-piling done for the track of the proposed Guna-Maksi Railway line has been washed away and destroyed by rains and floods because of the failure to stabilize the track by suitable stone embankments;

(b) when this project is likely to be completed; and

(c) the difficulties which prevent early completion of this line?

THE MINISTER OF RAILWAYS  
(SHRI C. M. POONACHA): (a) There was no damage by rains or floods to the earthwork on the Guna-Maksi line.

(b) and (c). The final date for completion of this line has not yet been

decided upon. The main difficulties in the early completion of this line are the paucity of funds and the failure of some of the contractors of earthwork and bridges. Efforts will be made to complete this line as early as possible subject to availability of funds and keeping in view the overall pattern of traffic.

#### Export of Footwears

106. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) the details of the contracts with Dunbar Boot Co. and Acme Boot Co. for the supply of footwears worth Rs. 31 millions and supply of navy shoes worth Rs. 1.87 millions to Oval Industries as claimed in the 11th Annual Report of State Trading Corporation;

(b) the quantity, particulars and the value of goods delivered against the above contracts till the 31st December, 1967 and amount of payment actually received; and

(c) the amount of commission paid so far in the Indian and foreign currencies to selling agents in India and overseas on the above contracts with their names and addresses?

THE DEPUTY MINISTER IN THE  
MINISTRY OF COMMERCE (SHRI  
MOHD. SHAFI QURESHI): (a) The  
STC has concluded 9 contracts for the  
export of foot-wear and components,  
details about these contracts are given  
below:—

M/s. Acme Boot Co. contract No. 1

Item	Quantity	CIF
	lakhs pairs	\$ lakh
Cowboy Leather Uppers of nine different varieties	8.5	13.77
Finished Cowboy Boots	3.0	13.24
Cutsoles	27.0	10.80
Insoles	12.0	1.32
Heels	6.0	0.96
		140.07

*M/s Acme Boot Co contract No. 2*

Item	Quantity	CIF value
	lakhs Sq. ft.	
Chrome Side Upper Leather	3	\$87,000
Chrome Retanned splits	1	\$14,000
Shrunken Grain Buffalo Leather	1	\$30,000
		\$1,31,000

*M/s. Oval Industries: contract No. 3*

Item	Quantity	CIF value
Service	1 lakh	\$2.55 lakhs
Oxford shoes	pairs	

The salient features of the above contracts are:—

- (i) Pre-shipment inspection of the goods by authorised surveyors of the foreign buyers in India.
- (ii) Payments are made by the buyers through revolving irrevocable letters of credit for 10% value of the goods shipped.

(b) Information about the quantities delivered and money realised is given below:—

Qty. delivered upto	Value
31-12-67	
(i) Contract for export of cowboy boots, cut components	1.23 lakhs Rs. 7.46 lakh
(ii) Contract for export of finished leather.	3.78 lakh sq. ft. Rs. 7.71 lakh

Payment of Rs. 14.48 lakh has been received against the above shipments. The balance of Rs. 69,000/- is being negotiated through STC's bankers against relevant letters of credit.

As regards service oxford (Navy) shoes, 2,400 pairs valued at about Rs. 46,000 were accepted against the

contract with M/s. Oval Industries before 31st December, 1967 and the shipments have been made in January, 1968. The documents are being negotiated by the S.T.C. for payment against their letter of credit.

(c) The agency agreement with M/s. M. R. Dutt of S-79, Greater Kailash, New Delhi provides for the payment of commission in India rupees @1% of the CIF value of the goods on actual shipments and realisation of payment to the Indian Agent. Actual commission so far paid by the STC is Rs. 13,000/- No commission is payable by the STC to the foreign agents. In view of the substantial expenditure already incurred by the Indian agent for the initial promotional work in the introduction and development of these items to the American buyers he has also been paid an advance commission of Rs. 30,000/- to be adjusted together with interest against the future commission payable, under the contract.

**Khetri Copper Project**

107. SHRI BENI SHANKER SHARMA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the quantity of copper required for consumption in the country in 1966-67;

(b) how much of it was produced in the mines in India and how much was imported from foreign countries and the names of the Indian mines along with the quantity produced;

(c) the progress made at the Khetri Copper project and when the Project will go into full production;

(d) the estimated quantity of copper to be produced annually at Khetri along with the bye-products; and

(e) the other places where the search for copper is being carried on?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA

REDDY): (a) The estimated requirement of copper during 1966-67 was 1,20,500 tonnes.

(b) During 1966-67, 9,173 tonnes of copper was produced from Musabani, Surda and Patharghora mines in Bihar all belonging to Indian Copper Corporation Limited, the only unit in the country producing copper at present. 34,579 tonnes of copper was imported during 1966-67.

(c) A statement giving the progress made is laid on the Table of the House. [Placed in Library. See No. LT-25/66]. The Khetri Copper Project is expected to be commissioned in 1970-71 and, to go into full production in 1972-73.

(d) The anticipated production per annum when fully commissioned would be 31,000 tonnes of electrolytic copper metal (21,000 tonnes from the ore from Khetri Mine and 10,000 tonnes from the ore from the nearby mine at Kolihan). 600 tonnes of sulphuric acid per day will be produced as by-product which will be utilised for production of 2,14,500 tonnes of triple super phosphate per year.

(e) Detailed search for copper is in progress in Andhra Pradesh, Assam, Bihar, Rajasthan, Gujarat, Orissa, Mysore and Jammu & Kashmir.

**Loss Sustained by M. and M.T.C. on Account of Devaluation of Pound Sterling**

108. SHRIMATI GUSEELA GOPALAN:

SHRI UMANATH:

SHRI P. GOPALAN:

SHRI C. K. CHAKRAPANI:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Minerals and Metals Trading Corporation has incurred heavy loss due to the devaluation of pound sterling;

(b) if so, total amount of loss incurred upto January, 1966; and

(c) the steps taken by Government to wipe out the loss?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to

(c). The prices of iron ore and ferruginous manganese ore were expressed in terms of Pound Sterling in the contracts for supply of the same to the Steel Mills of Japan. Due to the devaluation of the Pound Sterling, the sale realisations against those contracts have been affected in terms of rupees and the buyers have, therefore, been asked for corresponding mark-up of the contract prices. This is one of the matters currently under discussion between the MMTTC Delegation and the Japanese buyers at Tokyo and the results of the discussion are awaited by Government.

#### UNCTAD Conference

109. SHRI BENI SHANKER SHARMA:

SHRI TULSIDAS JADAV:

Will the Minister of COMMERCE be pleased to state:

(a) the estimated expenditure to be incurred on the visitors who are expected in Delhi during the Second United Nations Conference on Trade and Development; and

(b) the broad details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No expenditure is to be incurred by the Government of India on the participants of the Second United Conference of Trade and Development as they are expected to meet their own expenses. Some expenditure will, however, be made in connection with the holding of the Conference in India.

(b) Does not arise.

#### Iron Ore Deposits in Malabar Area

110. SHRI VASUDEVAN NAIR:  
SHRI VISWANATHA ME.

NON:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether iron ore deposits have been found in the Malabar area in Kerala;

(b) if so, the quality and potential of the deposits found there; and

(c) the steps which have been taken for commercial exploration of the iron ore deposits found in the area?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) Yes, Sir.

(b) Preliminary indications are that there will be about 330 million tonnes with about 30 to 35 per cent iron.

(c) Detailed investigation by drilling is proposed to be carried out by the Geological Survey of India during 1967-68 to assess the reserves and grade of the iron ore in Kozhikode district. The question of commercial exploration will be considered after the investigation is completed in all respects.

#### **Export to U.A.R.**

111. **SHRI VASUDEVAN NAIR:** Will the Minister of COMMERCE be pleased to state:

(a) whether India exports to U.A.R. had declined considerably during the last year;

(b) if so, the reasons therefor;

(c) the steps taken to step up exports to U.A.R.?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) Yes, Sir. There was a decline in 1966-67.

(b) and (c). This was due to the adjustments necessitated by the change in the par value of the rupee in June 1966. Exports to the UAR are now moving normally.

#### **Exploration Programme for Phosphate**

113. **SHRI ESWARA REDDY:**

**SHRI P. K. DEO:**

**SHRI K. P. SINGH DEO:**

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether India has signed an agreement with U.S.A. for technical assistance to speed up the exploration programme for phosphate; and

(b) if so, the terms thereof?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) and (b). An agreement was signed between the Government of India and the U.S.I.D. on 5th January, 1968 for exploration of rock phosphate deposits in the country. The agreement provides for Reconnaissance Geology of the Potential Phosphate Bearing Areas, Detailed Stratigraphic and Structural Mapping, Trenching, Drilling and sampling of the Phosphate Horizons, Chemical Analysis and Beneficiation Tests, Training of Indian Personnel on Job by the American experts in the latest phosphate rock reconnaissance methods, chemical analysis and beneficiation techniques. The Government of India will appoint the counter-part Indian officials on the project and their assistants.

The agreement will terminate at the expiry of about twenty months.

The United State Government will provide one short-term Consultant for four months, two geologists, one physical Stratigrapher, one Extractive Metallurgist for twenty months each and one Chemist for 2-1/2 months.

The dollar cost to the extent of \$250,000 will be financed under the Agency for International Development Consultancy Services Loan No. 386-H-115. The rupee cost of the project of not more than Rs. 10,23,000 will be financed by India.

#### **रामेश्वरम रोड-धनुषकोडी रेलवे लाइन**

114. **श्री रघुवीर सिंह शास्त्री:** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का दक्षिण रेलवे की पांच रेलवे लाइनों को स्थायी रूप से बन्द करने का विचार है;

(ख) क्या यह भी सच है कि रामेश्वरम तथा धनुषकोडी के बीच रेलवे लाइन को

जो कुछ वर्ष पहले समुद्री तूफान में बह गई थी, अब तक दोबारा नहीं बनाया गया है; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

रेलवे मंत्री ( श्री शे० सु० पुनाषा ) :

(क) अभी इस तरह का कोई निर्णय नहीं किया गया है ।

(ख) जी हां ।

(ग) रामेश्वरम रोड और धनुषकोडि स्टेशनों के बीच लाइन का फिर से नहीं बिछाया गया है क्योंकि सम्भावना है कि यह एक वित्तीय दायिता होगा और ज्वार वाले इस क्षेत्र में लाइन का अनुरक्षण करना कठिन होगा । ज्वार का लहरों से धनुषकोडि बस्ती लगातार कटता जा रही थी जिससे इसमें रहने वाले रेल कर्मचारियों को भी खतरा था । इस लाइन को फिर से बिछाने और पम्बन और रामेश्वरम रोड के बीच रेल-पथ को मजबूत करने के लिए सुरक्षा सम्बन्धी भारी काम करने पड़ेंगे जिन पर लगभग 75 लाख की लागत का अनुमान है । इस भारी पूंजी व्यय के अलावा अनुरक्षण पर आने वाला आवर्ती व्यय भी बहुत अधिक होगा और कुल मिलाकर लाइन को फिर से बिछाने से सरकार को काफी हानि होगी । इसलिए यह निश्चय किया गया है कि इस लाइन को छोड़ दिया जाये और रेल के पुश्ते को सड़क का निर्माण करने के लिए दे दिया जाये ।

### Printing Industry

115. SHRI PREM CHAND VERMA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Deputy Minister of Industrial Development has publicly refused to include printing industry in the priority industries for import;

(b) whether it is also a fact that the Deputy Minister said that 80 per cent of foreign exchange allocated in the past years for import of printing machinery was either not utilised or was misused.

(c) if so, how many cases of misuse were detected during 1966-67, the names of parties who misused the foreign exchange together with the respective amounts;

(d) the action taken against the parties who misused the allocations; and

(e) the number of cases together with respective values in which the allocation was not used?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir.

(b) No, Sir.

(c) to (e). In view of (a) and (b) above, the question does not arise.

### Import of Paper by S.T.C.

116. SHRI PREM CHAND VERMA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the State Trading Corporation, has been importing paper from Yugoslavia, Czechoslovakia and Finland on rupee account during the last five years;

(b) if so, the quantities and varieties so imported together with the value of each item;

(c) whether it is also a fact that the same agent who places orders for import on behalf of the State Trading Corporation also distributes imported paper to the consumers and traders;

(d) if so, the reasons for not undertaking direct import from manufacturers and arrange distribution; and

(e) the names of firm/firms who handle the work of importing and distribution together with the volume and value of business handled each year?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) S.T.C. has during the last 5 years arranged imports of paper under Rupee Account from Yugoslavia valued at Rs. 0.98 lakhs and Czechoslovakia

valued at Rs. 1.64 lakhs. The imports from Finland valued at Rs. 9.37 lakhs were under barter/link arrangements. The operation of the barter and link arrangements is different from that of imports under the rupee account. In the former case the actual business is done by the bartering party and his business associates. The position of the S.T.C. is that of an agency for registering the contract and supervising the implementation in terms of the arrangements approved by the Government.

(b) Relevant information is given below:—

S. No.	Variety	Quantity	Value
1	White Woodfree Board	Kg. 60,624	Rs. 98,053
2.	Vegetable Parchment Paper	57,538	1,22,104
3.	Grease Proof Paper	26,943	42,324
4.	Sulphite Paper	67,376	1,05,292*
5.	Art Paper	3,39,368	6,73,004*
6.	Grease Proof Paper	98,743	1,58,470*
	TOTAL		11,99,244

\*From Finland.

(c) In respect of imports from Yugoslavia and Czechoslovakia STC arranged the imports and distribution through the recognised regional paper corporations till June, 1966. After June, 1966 STC has been importing paper directly and distribution is arranged through these corporations. Imports from Finland being under barter-link arrangements were not effected on behalf of STC. As envisaged under the arrangements the imports were made by the agents of the foreign suppliers who also distributed paper against the release orders and at prices approved by the STC in con-

sultation with the technical authorities.

(d) Does not arise in respect of imports from Yugoslavia and Czechoslovakia. In case of Finland the imports were in terms of Barter' Link agreements and the agent being the representative appointed by the foreign supplier undertook the imports and distribution under agreements approved by Government.

(e) The names of the firms/companies which handled the work of importing and distribution together with

the value of business handled is given below:—

S. No.	Country	Name of the Firm	Value of business handled (1966-67)
1.	Czechoslovakia & Yugoslavia .	M/s. Paper & Newsprints Distribution Corp., Delhi	Rs. 38,623
2.	„	M/s. Paper Merchants Trading Corp., Bombay	1,01,785
3.	„	M/s. South Zone Paper Distributors Ltd., Madras . . . . .	62,195
4.	„	M/s. Corporated Paper Traders Ltd., Calcutta . . . . .	59,865
5.	Finland	M/s. Siddho Mal & Sons, Delhi . . . . .	9,36,776
TOTAL . . . . .			11,99,244

**Contract for purchase of Manganese Ore**

117. SHRI PREM CHAND VERMA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a loss of about rupees ten lakhs was incurred by the Minerals and Mandals Trading Corporation in a single contract for the purchase of manganese ore in 1967;

(b) whether it is also a fact that the contract was signed at a high rate even though it was known in advance that there was no demand in the international market for the Indian product and the prices were sure to fall;

(c) if so, the reasons for signing the contract; and

(d) the action taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) A loss of approximately Rs. 8.54 lakhs was incurred in one contract in 1967.

(b) No, Sir. The procurement prices were favourable compared with the then prevalent market rates.

(c) and (d). Do not arise.

**Fall in Tea prices**

118. SHRI PREM CHAND VERMA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that there has been a fall in the prices of tea in the international market and consequent fall in the exports of tea from India;

(b) if so, the value and the quantum of exports during the last one year, as compared to the previous year; and

(c) the reasons for the fall in prices and the steps taken to secure better prices and the success achieved in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Prices of tea, over the last five years, have been showing a downward trend; fall in the exports of tea from India in 1966 was, however, due to other factors.



(b) The information required is indicated in the statement below—

	Quantity in million Kg.	Value in Rs. Crores
1967	205.0*	178.97*
1966	179.2	137.52

\*Provision.

(c) The decline in prices has been mainly brought about by the rate of growth of global consumption falling slightly behind the rate of growth in global production. For securing better prices it is proposed, among other things, to stimulate consumption of tea in the major tea consuming countries.

#### Unremunerative Railway Lines

119. SHRI SIDDAYYA:  
SHRI DEORAO PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) the railway lines that have become unremunerative; and

(b) the steps which Government have taken or propose to take to make them remunerative?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) A statement containing list of the lines which have been found unremunerative is laid on the Table of the House. [Placed in Library, See No. LT-26/68].

(b) The steps taken for the purpose of improving the financial position of these lines comprise of measures to attract more traffic and to improve operating performance. Where a road runs parallel to the branch line and that is in a significant measure responsible for the line not yielding a satisfactory return, the availability of spare transport capacity by rail is brought to the notice of the State Transport Authority/Regional Transport Authority when they are considering proposals for issue of additional permits for road vehicles.

Notwithstanding all these measures, however, the remunerativeness of a

branch line depends ultimately on the volume and the nature of produce available for marketing in the area served by it.

#### Railway Track between Nanjangur and Chamarajanagar

120. SHRI SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any special repairs have been made to improve the railway track between Nanjangur and Chamarajanagar on the Southern Railway since it was taken over from the Government of Mysore; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The track is being maintained by renewal of rails and sleepers as necessary upto the standard required to deal with the existing traffic and does not require any special repairs.

(b) Does not arise.

#### पटसन का निर्यात

121. श्री सीताराम केसरी : अग वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि इस वर्ष देश में पटसन की 78,00,000 गांठों का उत्पादन होने की सम्भावना है; और

(ख) यदि हां, तो क्या सरकार का विचार इसके निर्यात से विदेशी मुद्रा अर्जित करने के लिये कोई योजना बनाने का है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) चालू मौसम में भारत में पटसन तथा मेस्टा की सम्मिलित फसल का इस समय का अनुमान 76 लाख गांठों है ।

(ख) वर्तमान अनुमानों के आधार पर निर्यात के लिये फालतू पटसन मिलने की सम्भावना नहीं है ।

**Exports of Machine Tools**

122. **SHRI SITARAM KESRI:** Will the Minister of COMMERCE be pleased to state:

(a) the value of exports of machine tools during the last two years;

(b) whether any survey of the potential buyers among the Asian and African countries has been conducted;

(c) if so, the findings thereof; and

(d) the countries with whom India has to compete in this field and the steps taken to face the competition?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI SHAFI QURESHI):** (a) The value of exports of machine tools during the last two years viz. 1966-67 and during 1967-68 (April-October, 1967) are as follows:—

Year	Value in Rs. lakhs
1965-66 . . . . .	34.21
1966-67 . . . . .	55.07
1967-68 (April-Oct. 67)	35.29

(b) and (c). The Indian Embassy in Iran has conducted a market survey on machine-tools and it has been found that Iran imports machine tools from the East European countries who offer them at very competitive prices. Iran also imports from developed countries like USA, UK, West Germany, Italy, etc. costly sophisticated machines. While no specific surveys on machine tools in other Asian and African countries have been conducted either by the Indian Missions there or the Engineering Export Promotion Council, reports from various sources indicate that UAR, Iraq, Thailand, Singapore who have undertaken industrial development programmes, are other potential markets for machine tools.

(d) India has to compete with countries like West Germany, Italy, Japan, Sweden, UK, USA, Bulgaria, Czecho-

slovakia, Hungary, Poland and USSR in this field. The steps taken to face competition and boost exports of machine tools are:—

- (1) Supply of indigenous iron and steel at international prices for production of fabricated goods for export;
- (2) apart from the above, cash assistance at 20% of f.o.b. value and import replenishment at 20% are allowed to offset disabilities of high input and overhead costs;
- (3) facilities are available for participation in foreign exhibitions, conducting publicity abroad, sending delegations, sales or study teams through the Engineering Export Promotion Council.

**Hindustan Steel Ltd**

123. **SHRI SITARAM KESRI:** Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Hindustan Steel Ltd. has worked out the expansion scheme of the steel units to export steel to the neighbouring countries;

(b) whether the existing units have been able to meet the full domestic requirement of steel; and

(c) whether it is also a fact that the cost of production of steel in India is higher than that in most other countries and whether this factor affects the foreign market?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) No scheme for expansion of steel plants under Hindustan Steel Ltd. exclusively for export of steel has been worked out. However, possibilities of diversification of products and development of new sections for export market are under consideration.

(b) Except for certain categories of steel, like boiler quality plates, killed and semi-killed quality steel and

some flat products, the Steel Plants under Hindustan Steel Ltd. are in a position to meet the domestic demand for iron & steel to a large extent. In fact, the demand for certain products like merchant mill products of Bhilai and Durgapur Steel Plants, rail and structural mill in Bhilai and sectional mill in Durgapur is presently below production capacity.

(c) Figures of cost of production of steel in foreign countries which is treated as confidential are not available. The World market is, however, highly competitive at present.

#### Government Jute Mill, Katihar

124. SHRI SITARAM KESRI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government are allowing raw jute to be transported to mills located in other States while the Government run Jute Mill at Katihar is lying idle for want of raw jute causing unemployment to thousands of workers;

(b) if so, whether Government have taken any steps to ensure that the Jute Mill at Katihar resumes work; and

(c) whether it is also a fact that the price of raw jute has gone up because of the cost of transportation to other States where the mills are located?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) There has been no restriction on movement of jute from one State to another. The Katihar Jute mill under an Authorized Controller has been closed not for want of raw jute but following a fire which destroyed part of its machinery.

(b) The Mill can be reopened only after the machinery has been installed. The Bihar State Government is now examining the matter.

(c) No, Sir.

#### Paper Mills

125. SHRI SITARAM KESRI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of paper mills in the country at present;

(b) how many of them have stopped working either for want of raw material or for other facilities;

(c) whether it is a fact that two paper mills in Bihar have closed down and if so, the reasons therefor; and

(d) whether Government have taken any steps to ensure that all the Mills work to their full capacity?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) 57 Mills.

(b) 5 Mill.

(c) One Mill has closed down as they ran into financial and managerial difficulties. The other mill ran into financial difficulties even during the implementation of the Project.

(d) Reasonable measure of assistance is generally given to the Paper Mills as and when they approach the Government.

#### Pig Iron Units

126. SHRI K. HALDAR: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that certain firms in the private sector have returned to Government the licences and letters of intent issued to them for the setting up of pig iron units; and

(b) if so, the reasons therefor?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). Yes, Sir. There has been one case in the recent past where the company had, among other reasons, indicated that the present atmosphere in the country was not encouraging.

**Coal Price Agreement Between Coal Industry & Railway Board**

127. SHRI K. HALDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the price agreement between the coal industry and the Railway Board is due to expire towards the end of March, 1968;.

(b) whether Government are taking any steps to avoid the repetition of the coal price war which occurred in September last; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) and (c). Coal tender for the requirement of coal during the period 1-4-68 to 31-3-69 has already been floated. It is expected that the Coal Industry will quote reasonable prices for the supply of coal thereby permitting the Railways to get the coal supplies against their requirement.

**New Collieries**

128. SHRI JYOTIRMOY BASU: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) how many new collieries were brought on revenue account in 1966-67;

(b) the profit and loss account of the National Coal Development Corporation during 1966-67 as compared to the previous year; and

(c) the total expenditure incurred on stores, spares and foodgrains during 1966-67 and how it compares with that incurred during the 1965-66?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Three Collieries viz., Argada, Duman Hill and Jamuna were brought on the revenue account during 1966-67.

(b) The National Coal Development Corporation have suffered a loss of about Rs. 1.58 crores during the year

1966-67 against a profit of about Rs. 62 lakhs during 1965-66.

(c) Information is being collected and will be laid on the Table of the House.

**Cost of Production of Cars**

129. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state the cost of production of (i) Hindustan Ambassador Car, (ii) Fiat Car, (iii) Standard 10 H.P., (iv) Bajaj Tempo, (v) Tata Mercedes Benz Truck, (vi) Bedford Truck, (vii) Dodge Truck and (viii) Leyland as on the 1st July, 1967 and their ex-factory sale price?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): Information regarding the cost of production of various makes of motor vehicles as on 1st July, 1967 is not available. The ex-factory retail selling prices of the various vehicles as on 1st July, 1967, were as shown below:

	Rs.
1. Hindustan Ambassador Car . . . . .	14,895
2. Fiat Car . . . . .	13,570
3. Standard 10 H.P. . . . .	13,257
4. Bajaj Tempo Chassis . . . . .	7,704
5. Tata Mercedes Benz Truck . . . . . (Chassis L 312/42-165")	35,164
6. Bedford Truck Chassis 167" . . . . .	31,471
7. Dodge Truck Chassis 165" . . . . .	34,018
8. Leyland Chassis 163" . . . . .	44,488

The above prices are exclusive of excise duty and the surcharge thereon payable on complete vehicles.

**Passenger Amenities on the Sealdah Div. of the Eastern Railway**

131. SHRI JYOTIRMOY BASU: Will the Minister of RAILWAYS be pleased to state:

(a) the amount allotted for improvement of passenger amenities on the Sealdah Division of the South Section of the Eastern Railway, Station-wise, (excluding Sealdah South Station and

Ballygunge Station) during the current year and the amount likely to be spent; and

(b) the items on which this amount has been or is proposed to be spent?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The information is being collected and will be laid on the table of the Sabha.

#### Sand-Gathering Plants

132. SHRI JYOTIRMOY BASU: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the number of private colliery companies which have their own sand-gathering plants for sand stowing;

(b) the value of sand consumed for stowing in their own collieries during the last five years, Company-wise; and

(c) the method adopted by Government to check the actual quantities consumed by them in order to determine the value of subsidy to be given to them by the Coal Board?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Fifteen, Sir.

(b) Value of sand admitted and paid for stowing underground for one year is as follows:—

1	Bhulanbararee Coal Co.	2,56,838.76
2	Katras Jharria Colliery Co. Ltd.	6,18,721.21
3	Barakar Coal Co. Ltd.	19,82,333.53
4	Bengal Coal Co. Ltd.	39,10,176.48
5	Samla Govindapur Colliery Co. Ltd.	2,26,017.30
6	Western Bengal Coalfields	4,55,405.00
7	Bhowrah Kankanee Collieries	24,97,193.53
8	Indian Iron and Steel Co.	4,04,316.58
9	East India Coal Co. Ltd.	7,58,465.11
10	Tata Iron and Steel Co.	7,54,215.90
11	Associated Karanpura Collieries	1,43,261.80
12	Turner Morrison & Co. Ltd.	8,98,404.99
13	Ballarpur Collieries Co. Ltd.	4,26,062.00
14	Equitable Coal Co. Ltd.	19,68,446.00
15	New Manbhum Co. Ltd.	6,41,319.00

The information for the remaining years is being compiled and will be laid on the table of the House as early as possible.

(c) Survey measurements are taken by surveyors and checked by senior surveyors or survey Superintendent at regular intervals to check the quantity stowed.

#### उद्योगों का विकास

133. श्री मोलह प्रसाद : क्या औद्योगिक विकास तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) तीन पंचवर्षीय योजनाओं में केन्द्रीय सरकार द्वारा विभिन्न राज्यों को राजस्व वार विभिन्न उद्योगों के विकास के लिए

ऋण तथा वित्तीय सहायता के रूप में कितना तथा जिन उद्योगों को यह धन दिया गया उनके नाम क्या हैं; और

(ख) प्रत्येक राज्य द्वारा विभिन्न उद्योगों को ऋण तथा वित्तीय सहायता के रूप में कितना धन दिया गया है तथा जिन उद्योगों को यह धन दिया गया था उनके नाम क्या हैं ?

औद्योगिक विकास तथा समवाय कार्य-मंत्री (श्री फखरुद्दीन खली अहमद):

(क) और (ख) जानकारी इकट्ठी की जा रही है और वह यथा समय सभा पटल पर रख दी जायेगी ।

उत्तर रेलवे तथा पूर्वोत्तर रेलवे में अंग्रेजी में आरक्षण सूचियां तथा समय सारिणी

134. श्री मोलू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे और पूर्वोत्तर रेलवे के सभी स्टेशनों पर आरक्षण सूचियां अंग्रेजी में तैयार की जाती हैं;

(ख) क्या यह भी सच है कि हिन्दी भाषा भाषी राज्यों में अभी भी अंग्रेजी की समय सारणियों तथा अंग्रेजी में तैयार की गई सूचियों का प्रयोग होता है;

(ग) क्या सरकार का विचार इन समय सारणियों तथा सूचियों को हिन्दी भाषा में तैयार कराने का है; और

(घ) यदि हां, तो किस तारीख से और यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) :

(क) जी हां ।

(ख) जी हां । सार्वजनिक समय सारणियां और क्रम समय सारणियां हिन्दी में भी छपी जाती हैं ।

(ग) और (घ) हिन्दी समय सारणियां पहले से ही इस्पेमाल में लायी जा रही हैं । आरक्षण सूचियों को हिन्दी में प्रदर्शित करने की जांच की जा रही है । इसके लिए अभी तक कोई तारीख निश्चित नहीं की गयी है ।

पूर्वोत्तर रेलवे द्वारा समाचार पत्रों में विज्ञापन

135. श्री मोलू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे द्वारा 1 अप्रैल, 1967 से दिसम्बर, 1967 तक की अवधि

में किन किन समाचारपत्रों को विज्ञापन दिये गए तथा प्रत्येक समाचारपत्र को कितनी-कितनी राशि का भुगतान किया गया;

(ख) क्या यह सच है कि हिन्दी के समाचारपत्रों को अंग्रेजी के समाचारपत्रों की तुलना में कम विज्ञापन मिलते हैं; और

(ग) यदि हां, तो इसके क्या कारण हैं तथा क्या इस प्रकार के भेदभाव को दूर करने के लिए सरकार का कोई योजना बनाने का विचार है ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) :

(क) एक विवरण सभा पटल पर रखा है । [पुस्तकालय में रखा दिया गया । देखिये संख्या LT-27/68]

(ख) और (ग) पूर्वोत्तर रेल प्रशासन अंग्रेजी समाचार पत्रों की अपेक्षा हिन्दी समाचार पत्रों का अधिक उपयोग कर रहा है यद्यपि अंग्रेजी समाचार पत्रों को दिये जाने वाले विज्ञापनों की लागत हिन्दी समाचार पत्रों को दिये जाने वाले विज्ञापन की लागत की तुलना में अधिक है । इसका कारण यह है कि विस्तृत प्रसारण वाले अंग्रेजी समाचार पत्रों का दर ऊंचा है । टेंडर नोटिसों का देश भर में व्यापक प्रचार करने के लिए जो वर्गीकृत विज्ञापन निकाले जाते हैं वे कलकत्ता, बम्बई, दिल्ली और मदरास जैसे व्यापारिक केन्द्रों से प्रकाशित अंग्रेजी के समाचार पत्रों को दिये जाते हैं ।

विज्ञापन के लिए जो नीति सूचना और प्रसारण मंत्रालय के विज्ञापन और चाक्षुष प्रचार निदेशालय द्वारा अपनायी गयी है वही नीति रेलों द्वारा भी बरती जाती है ।

**घाघरा नदी पर एल्यिन पुल**

136. श्री राम सेवक यादव : क्या रेलवे मंत्री 24 नवम्बर 1967 के अंतरिम प्रश्न संख्या 1892 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि पूर्वोत्तर रेलवे पर घाघरा नदी के पानी को एल्यिन पुल तक जाने से रोकने के लिए धीरे धीरे कायंवाही का ब्यौरा क्या है ?

रेलवे मंत्री ( श्री वे० सु० पुनाचा ) : 2-1-68 को सिचाई अनुसंधान संस्थान, इटकी के निदेशक और पूर्वोत्तर रेलवे के इंजीनियर भे लखनऊ-गोरखपुर लाइन पर घाघरा नदी के एल्यिन पुल के लिए किये जाने वाले नदी-निर्बंधन कार्यों का संयुक्त रूप से निरीक्षण किया जा ।

गनेसपुर स्पर को 1967 में भारी क्षति पहुंची थी जिसे सिफारिस के अनुसार 17.40 लाख की अनुमानित लागत पर मरम्मत करके मजबूत बनाया जा रहा है ।

बाईं ओर के नियामक बांध के अग्रन की मरम्मत और तार के फ्रेटों में मरई के पत्थरों को धारित रखने के लिए 7.5 लाख रुपये के अनुमानित खर्च की व्यवस्था करने के सम्बन्ध में कार्रवाई की जा रही है ।

सिचाई अनुसंधान संस्थान इटकी में एक माडल बला कर देखने के बाद दीर्घकालिक उपाय के रूप में बहाव की स्थिति सुधारने के लिए प्रस्ताव का ब्यौरा तैयार किया जायेगा ।

**रेलवे के फाटकों पर दुर्घटनाओं**

137. श्री राम सेवक यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे के फाटकों पर होने वाली दुर्घटनाओं को रोकने और निवारण

यातायात को सुनिश्चित करने के लिए रेलवे प्रशासन राज्य सरकारों के परामर्श से कोई योजना तैयार कर रहा है ; और

(ख) यदि हां, तो उसका ब्यौरा क्या है और रेलवे फाटकों पर दुर्घटनाओं की संख्या में लयातार वृद्धि होने के क्या कारण हैं ?

रेलवे मंत्री ( श्री वे० सु० पुनाचा ) :

(क) और (ख). एक विवरण सभा-मटल पर रखा है । [पु तालय में रख दिया गया । देखिये संख्या एल० डो०—28/68]

**Impact of Devaluation of Pound Sterling on India's Trade**

138. SHRI SHIVA CHANDRA JHA:  
SHRI R. BARUA:  
SHRI YOGENDRA SHARMA:  
SHRI K. M. KOUSHIK:

Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 4592 on the 15th December, 1967 and state:

(a) whether the devaluation of the British pound sterling had any effect on India's trade;

(b) if so, the extent of gain or loss to India's trade on this account; and

(c) the steps taken to offset the adverse effects, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). The Pound Sterling was devalued on 18th November, 1967 and it is too early to assess its full effect.

The impact is, however, under constant watch. Recently export duties on selected commodities have been reduced or abolished.

**Manufacture of Tractors**

139. SHRI SHIVA CHANDRA JHA;  
SHRI RANDHIR SINGH:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of tractor manufacturing companies in the country with the total annual production of tractors vis-a-vis the total annual demand in the country; and

(b) how far the demand is met by imports and from which countries and at what foreign exchange expenditure per year?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The demand for agricultural tractors by 1970-71 has been estimated by the Ministry of Food, Agriculture, Community Development and Company Affairs (Department of Agriculture) as 40,000 Nos. per annum. According to them, the build up of the demand year by year would be as under:—

1966-67	.	.	.	20,000	Nos.
1967-68	.	.	.	25,000	"
1968-69	.	.	.	30,000	"
1969-70	.	.	.	35,000	"
1970-71	.	.	.	40,000	"

There are five units in the private sector manufacturing agricultural tractors. The production of these units during the last two years has been as under:

1966	7613	Nos.
1967	10526	Nos.

(b) Though the indigenous production is steadily going up, it is not yet sufficient to meet the internal demand. Consequently some imports of built up tractors are simultaneously taking place. Such imports, in the past few years, have been mainly effected from rupee payment countries. The quantity

and value of tractors imported through the State Trading Corporation during 1966 and 1967 is as under:—

Year	Quantity Nos.	Total No. c.i.f./Price in Rupees
1966	1648	90,06,805
1967	4004	3,01,09,828

**Halt Station between Ghogardiha and Nirmali Stations on the N.E. Ry.**

140. SHRI SHIVA CHANDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no halt station between Ghogardiha and Nirmali on the North-Eastern Railway although there is a long distance between these two and a great inconvenience is felt by the people of the area;

(b) if so, whether Government propose to have a halt station between these two stations; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) There is no halt station between Ghogardiha and Nirmali stations. No complaint of inconvenience on this account has been received.

(b) and (c). No request has been received so far for opening a halt station between Ghogardiha and Nirmali stations.

**UNCTAD Conference**

141. SHRI S. KUNDU: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have prepared any paper on the topic 'developing countries and foreign aid' for discussion in the UNCTAD Conference being held in Delhi; and

(b) if so, the main points of the paper?



THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir. Papers have, however, been prepared on the agenda items of UNCTAD II with a view to providing suitable briefs to the Indian Delegation.

(b) Does not arise.

#### Conversion of Rupsa-Bangriposi Light Railway Line

142. SHRI S. KUNDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway administration has conducted any investigations into the proposal to make the Rupsa-Bangriposi Light Railway line into a broad-gauge line and connect it to the Broad-gauge line from Tata-Badam Pahar;

(b) if so, the details thereof;

(c) when Government propose to make it a broad-gauge line and connect it to Tata-Badam Pahar Railway line; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) Conversion of the Rupsa-Baripada-Bangriposi N.G. line to B.G. was estimated to cost Rs. 3.85 crores and expected to yield a return of 2.51%. Conversion of this section and its further extension to Rairangpur (on the Tatanagar-Badampahar section) was estimated to cost about Rs. 15 crores and yield a return of only 0.41%.

(c) and (d). In view of the unremunerative nature of the proposal, it is not proposed to take up this conversion and its further extension to Tata-Badampahar.

#### Promotion in Traffic Accounts branch of Railways

143. SHRI S. KUNDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that no employees in the Traffic Accounts Branch of the Indian Railways have been promoted to higher posts since the 23rd July, 1963;

(b) whether Government had given assurance to the All-India Railwaymen's Federation that simplification of procedure in the Accounts Department will not have adverse effect on the prospects of promotion; and

(c) if so, the reasons for not fulfilling the assurance?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) and (c). Though no such specific assurance was given, Government have decided that the promotional chances of staff as they existed on 20-8-66 should be protected.

#### Extension of Railway Line from Banspani to Josuri

144. SHRI S. KUNDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Administration has received any representation from the mine-owners of the Banspani area of the Keonjhar District in Orissa seeking to extend the broad-gauge line from Banspani to Josuri;

(b) if so, the steps taken to extend the railway line; and

(c) if not, whether Government propose to extend this line in view of the mineral possibilities?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

(c) No.

**Participation of Portugal and South Africa in U.N.C.T.A.D.**

145. SHRI INDRAJIT GUPTA:  
 SHRI K. N. PANDEY:  
 SHRI B. K. DASCHOW-DHURY:  
 SHRI RABI RAY:  
 DR. RANEN SEN:  
 SHRI JUGAL MONDAL:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that he had expressed his opposition to the participation by delegations from South Africa and Portugal in the current UNCTAD Conference in New Delhi;

(b) whether any other countries had expressed similar views; and

(c) whether India, as the host country, made any formal representation on the subject to the U.N. and if so, with what result?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) Many other countries have expressed similar views.

(c) Government of India had expressed their doubts about the usefulness of the participation of the delegations from South Africa and Portugal. However, the opinion of the U.N. Legal Counsel endorsed by the Secretary General left us with no option but to offer them necessary facilities.

**Hindustan Steel Limited**

146. SHRI INDRAJIT GUPTA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether a proposal is under consideration for the setting up of a bi-partite industrial relations machinery in the Hindustan Steel Ltd.;

(b) if so, whether the proposal has been discussed with the representatives of any of the Central trade union organisations;

(c) the main features of the proposal;

(d) whether it is a fact that most of the labour organisations consulted are in favour of secret ballot of the workers to decide the representative character of the Unions in the Hindustan Steel Ltd. plants; and

(e) when the proposed machinery is likely to start functioning?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (e). Presumably, the Hon. Member is referring to the idea of having an arrangement by which a truly representative union of workers could be recognised in each of the steel plants under Hindustan Steel Ltd. as the sole agent empowered to negotiate collective and general issues with the Management and the establishment of a machinery of Joint Standing Committees for securing settlement of industrial disputes by negotiations, conciliation etc. If so, a proposal to this effect has been mooted and some exploratory and preliminary discussions were held in December, 1967, with some of the concerned Trade Unions. Further discussions will take place shortly.

**Symposium on Jute Industry**

147. SHRI INDRAJIT GUPTA: Will the Minister of COMMERCE be pleased to state:

(a) whether the Indian Jute Mills Association organised a Symposium in New Delhi recently to focus attention on the special features and difficulties of the jute industry;

(b) whether Government accept the I.J.M.A.s contention that special concessions should be given to the industry to enable it to retain its export markets; and

(c) if so, the action proposed to be taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) and (c). In line with Government's general policy to keep performance of exports under constant review and in the light of various views/representations including those of I.J.M.A., export duties have been reduced with effect from February 7, 1968 on some varieties of jute goods in order to make them more competitive in foreign markets.

#### Manufacture of Tractors

148. SHRI RABI RAY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the estimated demand for power-tillers per year by 1970-71; and

(b) the steps being taken by Government to meet this demand?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) 60,000 Nos. per annum.

(b) Four parties have been granted industrial licences for the manufacture of Power-Tillers for total capacity of 26,000 Nos. per annum. The schemes of three more parties for a total capacity of 37,000 Nos. per annum have also been approved in principle.

In order to foster more rapid development of the Power Tiller industry, this industry has recently been exempted from the operation of the Industries (Development and Regulation) Act, 1951.

#### Retiring Room at Adoni Station on Southern Railway

150. SHRI GADILINGANA GOWD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct Retiring Rooms at

Adoni Railway Station on the Southern Railway (Andhra Pradesh) in view of the commercial importance of the place; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA: (a) and (b). There is no finalized proposal on hand at present for the construction of Retiring Rooms at Adoni station but a suggestion made by the Divisional Railways Users' Consultative Committee of Guntakal Division for the construction of three retiring rooms at this station is under consideration of the Southern Railway Administration.

#### Suriguppa-Kurnool Railway Line

151. SHRI GADILINGANA GOWD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any proposal for a new railway line from Suriguppa in Mysore State to Kurnool in Andhra Pradesh through Yemmiganur and Kodumur;

(b) whether it is a fact that the proposed line was put in the list of railway lines to be surveyed in the Second Five Year Plan;

(c) whether the line was surveyed and if not, the reasons therefor; and

(d) whether Government propose to reconsider the proposal in view of heavy traffic developed in the area?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) No.

(c) Does not arise.

(d) In view of the limited funds and resources available for construction of new railway lines in the Fourth Plan, it will not be possible to consider this proposal in the near future.

**M/s. Rayalaseema Mills Limited,  
Adoni**

**152. SHRI GADILINGANA GOWD:**  
Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that in Rayala Seema Mills, Adoni the Directors are styling themselves as Managing Director, Purchase Director and Production Director and are drawing large amounts as salaries to by pass Government orders refusing to re-view Managing Agency;

(b) if so, the names of those Directors and the monthly salaries which they are drawing; and

(c) whether the total amount drawn is more or less equal to the Managing Agency remuneration drawn by the Managing Agents in the last 3 years?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):** (a) the Managing Agency in respect of this company came to an end on 21st September, 1967. The company has, submitted applications dated 12th October, 1967 under Sections 269, 198 and 309 of the Companies Act for the appointment of one Managing Director and two whole-time Directors for a period of 5 years with effect from 12th October, 1967. This proposal is presently under the consideration of the Company Law Board. A representation received from 5 of the shareholders against the proposals of the company is being looked into by the Company Law Board.

(b) The names proposed for appointment are Shri M. Somappa as Managing Director and Shri M. Narayanappa and Shri R. Narayana Reddy as whole-time Directors. In the absence of the approval of the Company Law Board under Sections 269, 198 and 309 of the Companies Act, it will not be competent for

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these persons to draw any remuneration.

(c) Does not arise.

#### **Closure of New Victoria Mills**

**153. SHRI BHOGENDRĀ JĀA:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the U.P. Electricity Board has discontinued the supply of power to the New Victoria Mills, Kanpur and if so, the reasons therefor;

(b) whether about 5,000 labourers have been unemployed due to the consequent closure of this Mill; and

(c) the steps Government have taken or propose to take to keep this Mill open?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) Due to non-payment of bills amounting to about Rs. 2.46 lakhs, the Kanpur Electricity Supply Administration has disconnected the electric supply to this Mill.

(b) Approximately 4500 workers are affected by the closure of the mill which is lying closed since September, 1967, due to labour dispute.

(c) A Committee set up under the Industries (Development and Regulation) Act has made an investigation in respect of this mill. The recommendations of the Committee are under consideration.

#### **Titanium Complex**

**154. SHRI K. P. SINGH DEO:  
SHRI P. K. DEO:**

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the UN team which visited India sometime last year had suggested the establishment of a Titanium complex in India; and

(b) if so, the steps taken by Government in this regard and the progress made so far ?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) and (b). The required information is being collected and will be laid on the Table of the House.

#### **Indo-Ceylon Policy on Tea**

155. **SHRI K. P. SINGH DEO:**  
**SHRI RABI RAY:**  
**SHRI P. K. DEO:**

Will the Minister of **COMMERCE** be pleased to state:

(a) whether it is a fact that an agreement has been reached with the Government of Ceylon to evolve common policies to govern production and distribution of tea in both the countries;

(b) if so, details thereof; and

(c) the benefits likely to be derived therefrom?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) and (b). The officials of India and Ceylon met twice to determine the fields in which the two countries can co-operate in ensuring a realisation of better prices from the exports of their teas. A copy of the agreed note on discussions between the delegations of Ceylon and India held at Colombo between the 5th and 8th January, 1968 is laid on the Table of the House. [Placed in Library. See No. LT-29/68].

(c) Implementation of the recommendations is likely to result in better price-realization.

#### **Dieselisation**

156. **SHRI K. P. SINGH DEO:**  
**SHRI P. K. DEO:**

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether Government propose to extend dieselisation on some major routes during the current year;

(b) if so, the routes on which dieselisation is proposed to be extended; and

(c) the time likely to be taken for the extension of dieselisation?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) to (c). Extension of diesel traction on routes working under steam traction is a continuous process. At the end of the Third Five Year Plan Diesel traction was in operation over 9500 route kilometres for haulage of through goods trains and a few important Mail and Express passenger trains. By 1970-71 an additional 13,000 route kilometres are expected to be put under diesel traction, provided the necessary foreign exchange is forthcoming for the components for diesel engine manufacture. It is expected to cover, wholly or in part, the heavy traffic density sections, which are not covered by electric traction. The actual sections to be dieselised will depend upon traffic materialisation.

#### **Durgapur Steel Plant**

157. **SHRI K. P. SINGH DEO:** Will the Minister of **STEEL, MINES AND METALS** be pleased to state:

(a) whether it is a fact that Government propose to place Durgapur Steel Plant under the charge of a high ranking military officer;

(b) if so, whether the military officer concerned has the requisite technical qualifications and experience to hold such a charge; and

(c) if not, the reasons therefor?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) to (c). Government have under their consideration the names of a few officers from various fields in connection with the appointment of the Chief Executive of Durgapur Steel Plant in whom the powers of General Manager could be vested.

#### **Rayon Pulp Plant in Kashmir Valley**

158. **SHRI K. P. SINGH DEO:** Will the Minister of **INDUSTRIAL DEVELOPMENT**

LOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of Canada have offered to set up a rayon pulp plant in the Kashmir Valley;

(b) if so, whether Government have accepted the offer; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) and (c). Do not arise.

रेलवे क िज गी विना के चतुर्थ श्रेणी के कर्मचारियों को ऊनी वदियां दिया जाना

159. श्री झोंकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे के बिजली विभाग के चतुर्थ श्रेणी के कर्मचारियों को ऊनी वदियां और रेन कोट नहीं मिलते जब कि उच्च पदक्रम के वायरमैनो और कर्मचारियों को ऊनी वदियां और रेन कोट मिलते हैं ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

रेलवे मंत्री ( श्री खे० मु० पुनाखा ) :

(क) जी नहीं ।

(ख) सबाल नहीं उठता ।

**Sambhar Salt Ltd.**

160. SHRI SRINIBAS MISRA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Sambhar Salt Ltd. has shown a profit and declared dividend for 1955-56 without providing for depreciation in full;

(b) the total amount of depreciation that has to be provided for in respect of the items omitted; and

(c) whether such depreciation will affect the profits shown?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) and (c). Do not arise.

**हैवी इंजीनियरिंग कारपोरेशन, रांची**

161. श्री शिवपूजन शास्त्री : क्या औद्योगिक विकास तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) रांची में हुए उपद्रवों का हैवी इंजीनियरिंग कारपोरेशन रांची पर क्या प्रभाव पड़ा है ;

(ख) क्या इसको वित्तीय हानि हुई है और यदि हां, तो कितनी हानि हुई है और इस हानि की पूर्ति किस प्रकार की गई है ; और

(ग) क्या कर्मचारियों में घातक व्याप्त है और यदि हां, तो इसे दूर करने के लिये क्या कार्यवाही की गई है ?

औद्योगिक विकास तथा समवाय कार्य मंत्री ( श्री फखरुद्दीन अली अहमद ) :

(क) और (ख). 24 अगस्त 1967 से 25 अक्टूबर 1967 की अवधि में 83569 जन दिनों की हानि का अनुमान लगाया गया है। 25 अगस्त से 30 अगस्त 1967 की अवधि में गड़बड़ी के कारण फैक्टरियों के बन्द किए जाने, अक्टूबर में 3 दिन घेर मुस्लिमों द्वारा घीमी गति से काम करने तथा अनिश्चित स्थिति के फलस्वरूप काम के अस्त-व्यस्त हो जाने के कारण 20 लाख ६० की हानि का अनुमान लगाया गया है। प्रभावित कर्मचारियों तथा उनके परिवारों की सहायता तथा पुनर्वास पर निगम ने 2.62 लाख ६० का अतिरिक्त व्यय किया इसमें 31 अगस्त 1967 से 15 अक्टूबर

1967 में विशेष अकस्मिक छुट्टी का कर्मचारियों का वेतन सम्मिलित नहीं है। कम्पनी यथासंभव उत्पादन बढ़ाने का प्रयत्न करेगी।

(ग) अब स्थिति सामान्य है।

मध्य प्रदेश में कपड़ा मिलें

162. श्री यशवन्त सिंह कुशवाह : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में भिन्ड और दतिया में एक-एक कपड़ा मिल लगाने का निर्णय किया गया है ;

(ख) यदि हाँ, तो इसके लिये किन-किन पक्षों को लाइसेंस दिये गये हैं और लाइसेंसों की शर्तें क्या हैं ;

(ग) उपरोक्त मिलों की अनुमानित क्षमता कितनी होगी और उन पर कितनी लागत आने का अनुमान है ; और

(घ) इस दिशा में अब तक कितनी प्रगति हुई है ?

वाणिज्य मंत्रालय में उप-मंत्री में (श्री मुहम्मद शफी कुरैशी) : (क) मध्य प्रदेश में भिन्ड और दतिया में एक-एक कताई मिल के लिये लाइसेंस दिये गये।

(ख) मे० भारत कौमर्स एण्ड इंडस्ट्रीज लि० भिन्ड और मे० मध्य प्रदेश स्पिनिंग मिल्स लि०, दतिया को।

(ग) और (घ). उपरोक्त लाइसेंस प्रत्येक मिल के लिए 12,000 तकुओं के लिए थे और अब वे रद्द कर दिये गये हैं।

मध्य रेलवे का दतिया स्टेशन

163. श्री यशवन्त सिंह कुशवाह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे में दतिया स्टेशन के शहर की ओर दूसरा प्लेट फार्म किस

तारीख तक बन कर तैयार हो जायेगा ; और

(ख) इस बात को ध्यान में रखते हुए कि दतिया स्टेशन पर वर्तमान प्लेट फार्म शहर के दूसरी ओर है, जहाँ कीई आबादी नहीं है और यात्रियों को शहर में जाने के लिये रेल की लाइन पार करनी पड़ती है, क्या दतिया स्टेशन पर एक ऊपरी पुल बनाने का सरकार का विचार है ?

रेलवे मंत्री ( श्री जे० मु० पुनाब्बा ) : (क) दतिया स्टेशन पर अप दिशा में दूसरे प्लेटफार्म का काम पहले ही पूरा हो चुका है।

(ख) जी नहीं। रेलवे लाइनों की एक ओर से दूसरी ओर यात्रियों के जाने के लिए ऊपरी पैदल पुल या ऊपरी सड़क पुल बनाने का कोई विचार नहीं है। लेकिन दोनों प्लेटफार्मों को जोड़ने के लिये एक ऊपरी पैदल पुल की व्यवस्था करने का प्रस्ताव विचाराधीन है।

इस्पात का उत्पादन

164. श्री यशवन्त सिंह कुशवाह : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) 1967 में भारत में कितना इस्पात पैदा हुआ ;

(ख) इसमें से कितने इस्पात की देश में खपत हुई तथा कितना इस्पात निर्यात किया गया ; और

(ग) देश में खपाये जाने और विदेशों में निर्यात किये जाने के पश्चात् बचे इस्पात का कितना स्टॉक था ?

इस्पात, खान तथा धातु मंत्रालय में राज्य मंत्री ( श्री प्र० चं० सेठी ) : (क) से (ग). सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी।

स्वेज नहर में रोका गया माल

165. श्री धनवन्त सिंह कुशवाह : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) स्वेज नहर में रोका गया माल किन-किन देशों से आयात किया गया था ;

(ख) इसमें कितनी भारतीय पूंजी लगी हुई है ; और

(ग) स्वेज नहर के बन्द हो जाने के कारण भारत को कितनी वित्तीय हानि उठानी पड़ी ?

वाणिज्य मंत्री ( श्री दिनेश सिंह ) :

(क) और (ख). हमारे लिये मुख्य दिलचस्पी की वस्तु 27,400 टन माइलो है जो संयुक्त राज्य अमरीका से भारत आ रही थी और इस समय नहर में फंसी हुई है। इस माइलो का जहाज तक निःशुल्क मूल्य 15 लाख अमरीकी डालर से कुछ अधिक था। माइलो को निपटाने का प्रश्न विचाराधीन है और इस समय सम्भाव्य वित्तीय हानि का आकलन करना कठिन है। निजी पक्षों से हानियों के सम्बन्ध में, यदि उन्हें कोई हुई हो, हमें कोई प्रावेदन पत्र नहीं मिले हैं।

(ग) स्वेज नहर के पश्चिम में स्थित देशों से होने वाले आयातों पर भाड़ा बढ़ जाने के कारण भारत प्रति महीने 30 लाख डालर का प्रतिरिक्त व्यय कर रहा है। इसके प्रतिरिक्त इन देशों को होने वाले हमारे निर्यात में भी बाधाएं ही रही हैं हालांकि इससे व्यापार में होने वाली हानि के परिमाण का पता लगाना आसान नहीं है।

समाजवादी देशों के साथ निर्यात-आयात व्यापार

166. श्री अटल बिहारी वाजपेयी: क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(ख) क्या समाजवादी देशों के साथ आयात-निर्यात व्यापार को अपने हाथ में

लेने के किसी प्रस्ताव पर सरकार विचार कर रही है ; और

(ख) यदि हाँ, तो उसका व्यौरा क्या है ?

वाणिज्य मंत्रालय में उपमंत्री ( श्री मुहम्मद शफी कुरैशी ) : (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

गाड़ों, वाणिज्यिक क्लकों और ग्रसिस्टेंट स्टेशन मास्टर्स के वेतन-कम

167. श्री अटल बिहारी वाजपेयी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गाड़ों, वाणिज्यिक क्लकों और ग्रसिस्टेंट स्टेशन मास्टर्स के वेतनकर्मों को बढ़ाने तथा उनके पदोन्नति के अवसरों में वृद्धि करने का सरकार का विचार है ; और

(ख) यदि हाँ तो इस सम्बन्ध में कब तक निणय ल लिया जायेगा ?

रेलवे मंत्री ( श्री चे० मु० पुनाच्चा ) :

(क) और (ख). इस समय गाड़ों, वाणिज्यिक क्लकों और सहायक स्टेशन मास्टर्स के वेतनमान बढ़ाने का कोई प्रस्ताव नहीं है लेकिन भारतीय रेलों के परिवहन कर्मचारियों की पदोन्नति के लिए कोई समान सरणि लागू करने की सम्भावना के प्रश्न पर विचार किया जा रहा है।

सिन्धिया स्टेट रेलवे के कर्मचारी

168. श्री अटल बिहारी वाजपेयी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सिन्धिया स्टेट रेलवे जिसका केन्द्रीय रेलवे के साथ विलय हो गया था, के कर्मचारियों को उनकी फलों छुट्टी की अवधि का वेतन देने के प्रश्न का अभी तक निपटारा नहीं हुआ है ;



(ख) क्या यह भी सच है कि मध्य प्रदेश के उच्च न्यायालय ने एक कर्मचारी की अपील पर यह निर्णय दिया था कि वह फलों छुट्टी की अवधि के वेतन का हकदार है ; और

(ग) यदि हां, तो कर्मचारियों को वेतन न देने के क्या कारण हैं ?

रेलवे मंत्रों (श्री चं० मू० पुनवा) :

(क) रेल प्रशासन के नोटिफिकेशन में आने वाले सभी मामलों पर विचार किया गया है और निर्णय किया गया है। केवल चार मामले बच रहे हैं जिनमें सम्बन्धित कर्मचारियों के सेवा अभिलेख नहीं मिल सके हैं।

(ख) जी हां।

(ग) जो कर्मचारी न्यायालय में गया था और जिसने अपने हक में निर्णय प्राप्त किया उसे स्वीकार्य फलों-छुट्टी के बदले छुट्टी-वेतन दिया गया।

**Missing Railway Wagons on N.E. and N.E.F. Railways**

169. SHRI R. S. VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons found missing in Northern, North-Eastern and North-east Frontier Railways during the last 5 years;

(b) the number of wagons which have been written off and the total amount involved on each Zonal Railways; and

(c) the action taken against the officials responsible for the loss?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) All India Wagon censuses are held by the Indian Railway Conference Association every alternate year, census on Metre Gauge in odd years and on Broad Gauge in even years. In the results of the census certain wagons are found to have missed enumeration, and are not treated missing as such. Causes for a wagon missing enumera-

tion are varied, and efforts are made to locate them. In the last five years two B.G. and two M.G. censuses have been held.

The number of wagons belonging to Northern, North-Eastern and N. F. Railways found to have missed enumeration in these two censuses are indicated below:—

Railway	Number of wagons missed enumeration	
	B.G.	M.G.
Northern	525	110
North Eastern	—	1052
N. F.	—	437

(b) Nil.

(c) Does not arise.

**Repairs and Maintenance of Railway Quarters in Delhi**

170. SHRI R. S. VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent on repairs, white-washing and maintenance of the Railway quarters in Delhi area, during the last 5 years, year-wise;

(b) whether Government are aware that the stores earmarked for the repairs, white-washing and maintenance of those quarters in Delhi area have been misappropriated; and

(c) if so, the action Government have taken on the complaints?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The amount spent is as under:—

Year	Amount
	Rs.
1962-63	8,70,923
1963-64	7,69,528
1964-65	9,50,423
1965-66	8,02,305
1966-67	10,84,000

(b) No case of misappropriation of stores has come to the notice of the Government.

(c) In view of reply to part (b) this question does not arise.

#### India's Exports

171. SHRI HIMATSINGKA:  
SHRI S. S. KOTHARI:  
SHRI K. N. PANDEY:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that there has been a rise in exports during the first 9 months of the current financial year;

(b) if so, how the exports of each item during the corresponding period of the last year compare with those during the current year and the percentage of increase, item-wise;

(c) the items of which exports have recorded a decline during the current year and reasons for this decline, item-wise; and

(d) the steps taken to stimulate the export of such items?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). Three statements are laid on the Table of the House. [Placed in Library. See No. LT-30/68].

(d) Another statement indicating the steps taken by Government to step up exports in general in the post devaluation period is also laid on the Table of the House. [Placed in Library. See No. LT-31/68].

#### India's Balance of Trade

173. SHRI HIMATSINGHKA: Will the Minister of COMMERCE be pleased to state:

(a) whether India has had an adverse balance of trade during the first 9 months of the current financial year;

(b) if so, the extent thereof in each month;

(c) the total adverse balance of trade so far; and

(d) the steps taken by Government to eliminate or minimise this adverse

balance during the rest of the current financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-32/68].

(c) The total adverse balance of trade during the first eight months (April-November, 1967) is of the order of Rs. 525.65 crores.

(d) Steps taken to minimise the adverse balance are restrictions on imports and promotion of exports. Import is not allowed of items which are produced in the country or for which there is unutilised capacity. The following among other measures have been taken to increase exports:

- (1) Assistance for export production through the Import Policy for Registered Exporters to provide for requirements of imported raw materials and components.
- (2) Priority allotment of scarce indigenous raw materials for export production.
- (3) Supply of iron and steel required for export production at international prices and also similar supply of plastic raw materials.
- (4) A special foreign exchange allocation for meeting the requirements of capital goods of export-oriented units
- (5) Promotional efforts in the form of overseas publicity, delegations and study tours and participation in trade fairs and exhibitions.
- (6) Cash assistance of exports of selected products.
- (7) Reduction or abolition of export duty on selected products.

- (8) Negotiation of trade agreements/arrangements to develop trade with other countries.
- (9) Efforts for the removal of tariff and non-tariff barriers to our exports to developed countries.

#### Development of Paper Industry

174. SHRI HIMATSINGKA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the statement by the President of the Indian Paper Mills Association at its annual general meeting held in Calcutta towards the end of December, 1967 that inadequate selling price is the main inhibiting factor in the development of paper industry;

(b) if so, how far Government agree with this statement; and

(c) the main demands made by the said Association at that meeting for the development of paper industry and Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir,

(b) The question of revision of paper prices is receiving consideration of Government.

(c) The following are the main demands made by the Industry:—

- (1) Present prices of paper should be revised upwards suitably to improve the profitability in the Industry.
- (2) The existing cash subsidy of 10 per cent for export of paper and paper products is no longer adequate, because of devaluation of Pounds Sterling. The cash subsidy should, therefore, be suitably increased.
- (3) State Governments should grant long term leases of bamboo and other raw materials on reasonable terms of royalty to the paper industry.

- (4) To enable the industry to utilise installed capacity to the maximum extent a very generous policy of allocation of foreign exchange for import of raw materials, spares and components should be followed.

Action which has been taken or is being taken on the above demands is seriatim as under:—

- (1) and (2). These are under active consideration of Govt.
- (3) Being a State subject, it has been brought to the notice of the State Governments by the Ministry of Food and Agriculture and the Central Board of Forestry for consideration.
- (4) The essential requirements of imported raw materials components and spares are met fully.

#### डीजल और बिजली की रेलगाड़िया

175. श्री महाराज सिंह भारती :  
श्री राम सेवक यादव :  
श्री इन्द्रजीत मल्होत्रा :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) डीजल और बिजली की रेलगाड़ियों द्वारा इस समय कितने प्रतिशत मास ढोया जाता है और 1970-71 तक इस प्रतिशतता में कितनी वृद्धि होने की सम्भावना है ;

(ख) डीजल और बिजली की रेलगाड़ियों के चल जाने से कोयले की वार्षिक खपत में कितनी कमी हुई है और 1970-71 तक इसमें और कितनी कमी हो जायेगी ; और

(ग) ऐसे कितने प्रतिशत स्टेशन हैं जहाँ पर अब कोयले के स्टोरोँ का होना आवश्यक नहीं है ?

रेलवे मंत्री (श्री व्हे० मु० पुनावा) :

(क) षड् मीटरिक टन किलोमीटर के हिसाब से 1966-67 में डीजल और

बिजली गाड़ियों द्वारा ढेये गये माल का प्रतिशत 55 रहा। 1970-71 के सम्बन्ध में अभी यह प्रतिशत बताना संभव नहीं है क्योंकि यह होने वाले यातायात की मात्रा पर निर्भर करता है।

(ख) डीजल और बिजली चालित गाड़ियां मुख्यतः रेलों का अतिरिक्त यातायात संभालती हैं। अतः कोयले की कुल खपत में कमी की आशा नहीं है यदि होगी भी तो मामूली। 1970-71 में होने वाली खपत का ठीक-ठीक अनुमान नहीं लगाया जा सकता।

(ग) 0.2 प्रतिशत।

मेरठ और गाजियाबाद के बीच चलने वाली रेलगाड़ियां

176. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मेरठ और गाजियाबाद के बीच कितनी यात्री, एक्सप्रेस, मेल और माल-गाड़ियां चलती हैं ;

(ख) क्या यह सच है कि एक ही लाइन होने के कारण 30 मील की इस दूरी को तय करने में रेलगाड़ियों को डेढ़ घंटा लगता है और उनको एक दूसरी गाड़ी को पार करने के लिये स्टेशनों पर रुकना पड़ता है ; और

(ग) यदि हां, तो इस संकलन पर लाइन को कब तक दोहरा करने का सरकार का विचार है ?

रेलवे मंत्री ( श्री खे० मु० पुनाचा ) :

(क) मेरठ और गाजियाबाद के बीच हर और से 5 सवारी, 3 एक्सप्रेस एक डाक और औसतन 8.5 मालगाड़ियां चलती हैं।

(ख) मेरठ सिटी और गाजियाबाद के बीच सवारी गाड़ियों का चालन-समय 1 घंटा 16 मिनट से 1 घंटा 30 मिनट तक है और यह समय इकहरी लाइन वाले इसी

तरह के अन्य खण्डों में यात्रा-समय के तुल्य ही है।

(ग) चूंकि मेरठ सिटी और गाजियाबाद के बीच लगभग 25 प्रतिशत फालतू लाइन-क्षमता उपलब्ध है इसलिए इस खण्ड पर दोहरी लाइन बिछाने का तुरन्त कोई विचार नहीं है।

काजीपुरा रेलवे स्टेशन

177. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार गाजियाबाद और हापुड़ के बीच हाल में बने काजीपुरा रेलवे स्टेशन का नाम बदलने का है ;

(ख) क्या यह सच है कि वहां पर टिकटों के विक्रय के लिये कोई भी व्यवस्था नहीं की गई है ; और

(ग) यदि हां, तो इसकी व्यवस्था कब तक हो जाने की सम्भावना है ?

रेलवे मंत्री ( श्री खे० मु० पुनाचा ) :

(क) से (ग). बहाल में गाजियाबाद और हापुड़ स्टेशनों के बीच काजीपुरा नाम का कोई स्टेशन नहीं खोला गया है। हां, गाजियाबाद और हापुड़ के बीच पहले से ही काजीपुरा नाम का एक क्रासिंग स्टेशन था जिसका प्रयोग केवल रेल परिचालन में सुविधा की दृष्टि से ही किया जाता था। 26-1-1968 से इस स्टेशन का नाम महरौली कर दिया गया है और इसे केवल उत्तर रेलवे के स्टेशनों को जाने वाले यात्रियों की बुकिंग के लिए खोल दिया गया है। इस स्टेशन पर टिकटों की बिक्री की व्यवस्था मौजूद है।

Railway Lines in Kerala

178. SHRI VASUDEVAN NAIR: Will the Minister of RAILWAYS be pleased to refer to the reply given to

Unstarred Question No. 8986 on the 11th August, 1967 and state:

(a) whether any decision in regard to the construction of new railway lines in Kerala during the Fourth Plan has since been taken by Government; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Although proposals for new lines in the Fourth Plan are yet to be finalised as the funds for construction of new lines in the Fourth Plan are extremely limited, it is doubtful, if any of the proposals recommended by the Kerala Government will merit sufficient priority for inclusion in the Railways Fourth Plan.

**खनन पट्टा**

179. श्री मृत्युंजय प्रसाद : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार को किन परिस्थितियों में तथा राज्य सरकारों को किन परिस्थितियों में खनन पट्टा देने का अधिकार है ; और

(ख) किन परिस्थितियों में केन्द्रीय सरकार को राज्य सरकारों द्वारा दिये गये पट्टों का पुनरीक्षण जिसमें उनका पुष्टीकरण तथा रद्द किया जाना भी शामिल है ; करने का अधिकार है ?

इस्पात, खान तथा धातु मंत्रालय में राज्य मंत्री (श्री प्र० चं० सेठी) : (क)

संविधान की केन्द्रीय सूची की अनुसूची 7 की धारा 54 के अनुसार केन्द्रीय सरकार खानों के विकास तथा विनियमन से सम्बन्ध रखती है ? संविधान की राज्य सरकार की अनुसूची 7 की धारा 18 के अनुसार खनन पट्टे पर देने का अधिकार राज्य सरकार को है ।

(ख) खान तथा खनिज (विनियमन तथा विकास) अधिनियम 1957 की धारा 30 के अधीन जो कि संसद द्वारा ऊपर कही गई केन्द्रीय सूची की धारा 54 के अनुसार नियमबद्ध की गई है राज्य सरकार द्वारा दिये गये खनन पट्टे की पुनरीक्षा के अधिकार केन्द्रीय सरकार को है जिनमें कि खनन पट्टे को पक्का करना अथवा रद्द करना शामिल है ।

**Manufacture of Household Utensils**

180. SHRI RANE: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the quantity of brass and copper imported during the years 1966-67 and 1967-68 so far for manufacturing household utensils; and

(b) whether any yearly quota has been fixed by Government for manufacturing the household utensils?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Import figures for periods 1966-67 and 1967-68 (upto September, 1967) are as follows:—

S. No.	Description	Value in '000 Rupees		Quantity in Tonnes	
		1966-67	1967-68 (upto Sept. 1967)	Qty	Value
1	Copper circles . . . . .	3	62	63	824
2	Sheets, plates and strip of copper, . n.e.s.	682	9828	[ 650	9595
3	Brass circles . . . . .	1	15	1	9
4	Plates, sheets and strips of brass n.e.s.	397	4461	95	1142

Import figures of imports in respect of utensil industry are not available.

**Manufacture of Household Utensils**

181. SHRI RANE: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the prices of brass and copper household utensils have touched Rs. 15 to 20 per kilo and whether these prices are 300 per cent higher as compared to the prices prevailing in 1963-64;

(b) whether it is also a fact that these prices have gone up on account of less import of brass and copper and heavy excise duty on these metals; and

(c) if so, the steps taken by Government to make these household utensils available at lower prices in the near future?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). Facts are being ascertained and a statement will be laid on the Table of the House.

**Cotton Production**

182. SHRI RANE: Will the Minister of COMMERCE be pleased to state:

(a) whether any estimate for the production of cotton during 1967-68 has been made;

(b) if so, the variation between the previous estimate and the recent one; and

(c) whether it is also a fact that prices of cotton have gone down on account of the curbs of credit to traders by the banks?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). No official estimate has yet been made of the Indian cotton crop for the current year 1967-68. The general expectation, however, is that it would be about 20 per cent over the last year's figure.

(c) No, Sir. The decline in prices of cotton of late, is essentially due to larger arrivals of cotton into the market.

**Railway Orders to Engineering Firms**

183. DR. RANEN: SEN: Will the

Minister of Railways be pleased to state:

(a) whether Government's attention has been drawn to the statement of Shri Hada, President, Engineering Association of India, Calcutta refuting his statement that there has been no cut in the Railway orders on engineering firms; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) The Railways have done their best to help the industry and will continue to do so, having due regard to their own requirements and the industry's actual performance. For example, while the industry had a backlog of 10575.5 wagons in terms of 4-wheelers on 1-4-1967, orders for production of 16320.5 wagons in terms of 4-wheelers during 1967-68 were placed on them, totalling 26896 4-wheelers. As against this, the actual delivery during the first 10 months (i.e. upto January, 1968) is 11653 wagons in terms of 4-wheelers. The backlog of orders with the industry expected on 31-3-1968 will be more than 12000 wagons in terms of 4-wheelers, while the Railways, as against their own estimated requirements of 10,000 wagons in terms of 4-wheelers, have placed orders for 16,000 wagons in terms of 4-wheelers for the period 1968-69, in order to keep the industry adequately engaged.

**Public Undertakings in Andhra Pradesh**

185. SHRI M. N. REDDY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the total number and places of location of public sector undertakings and industrial establishments in Andhra Pradesh; and

(b) the number and names of the industrial undertakings in Andhra Pradesh under the management of Birlas?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The information is being collected and it will be laid on the Table of the House in due course.

जबलपुर पन्ना और रीवा रेलवे लाइन

186. श्री राम सिंह अग्रवाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जबलपुर, पन्ना और रीवा के बीच रेलवे लाइन बिछाने के प्रस्ताव पर कोई ध्यान नहीं दिया गया जिसकी मंजूरी 20 वर्ष पूर्व दी गई थी ;

(ख) क्या यह सच है कि बुन्देलखण्ड क्षेत्र में उद्योग स्थापित नहीं किये जा सकते क्योंकि इस क्षेत्र में रेलवे लाइनें अप्रयुक्त हैं ; और

(ग) यदि हां, तो क्या सरकार जबलपुर, पन्ना और रीवा रेलवे लाइन के निर्माण पर विचार करेगी और यदि नहीं तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री जे० मु० पुनाचा :

(क) से (ग) अतीत में कभी भी प्रस्तावित लाइन के निर्माण की मंजूरी नहीं दी गयी थी। इस बात की जानकारी रेलों को नहीं है कि रेल परिवहन की कमी के कारण इस क्षेत्र में उद्योगों के विकास में कमी कोई रुकावट आयी है। धन की कमी के कारण चौथी योजना में केवल उन्हीं अनिवार्य सम्पर्क लाइनों के निर्माण के बारे में विचार किया जा रहा है जिन्हें विकास सामरिक या परिचालन की दृष्टि से तुरन्त बनाना अपेक्षित है। अतः फिलहाल प्रस्तावित लाइन को इतनी प्राथमिकता नहीं मिल पायेगी कि उस पर विचार किया जा सके।

बुन्देलखण्ड क्षेत्र (उत्तर प्रदेश) में उद्योग

187. श्री राम सिंह अग्रवाल : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश के बुन्देलखण्ड

क्षेत्र के विकास के लिये इसमें कोई उद्योग स्थापित करने का प्रस्ताव है ; और

(ख) यदि हां, तो उद्योग का नाम क्या है और यह कब तक स्थापित हो जायेगा ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फल्लूहरीन अली अहमद) : (क) और (ख)। जानकारी इकट्ठी की जा रही है और वह सभा-पटल पर रख दी जायेगी।

मध्य प्रदेश में सीमेंट का कारखाना

188. श्री रामसिंह अग्रवाल : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दमोह जिले (मध्य प्रदेश) में सीमेंट का कारखाना स्थापित करने का प्रस्ताव कब तक कार्यान्वित हो जायेगा ;

(ख) क्या यह सच है कि सागर और दमोह जिलों में खनिज के काठे भंडार हैं जिनसे सरकार को करोड़ों रुपये की आय हो सकती है ; और

(ग) क्या यह भी सच है कि सागर विश्वविद्यालय के व्यावहारिक भूतत्वीय केन्द्र का खनिज के इन विशाल भंडारों को निकालने में अच्छी तरह से उपयोग नहीं किया जा रहा है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फल्लूहरीन अली अहमद) : (क) नवम्बर, 1964 में बिड़ला जूट मैनुफैक्चरिंग कं० लि० को जिला दमोह के पथरिया नामक स्थान में सीमेंट का एक कारखाना स्थापित करने के लिये छः महीने की अवधि (जो बढ़ा कर 31.12.65 तक कर दी गई) के लिये मान्य एक प्राथम-पम जारी किया गया था। इस कारखाने की वार्षिक क्षमता 200,000 मीट्रिक टन थी जब सीमेंट उद्योग को उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के लाइसेंस देने वाले उपबन्धों से छूट दे दी गई है और जब सीमेंट का कारखाना लगाने कायदा पुराने प्राथम-पमों की मान्यता की

अवधि बढ़ाने के लिये अनुमति लेने की किसी भी को आवश्यकता नहीं रह गई है। बिड़ला जूट मैनुफैक्चरिंग कम्पनी लिमिटेड द्वारा इस बारे में प्रगति की कोई सूचना नहीं मिली है।

(ख) सरकार को इन जिलों में काफी खनिज भंडारों के होने के बारे में जानकारी नहीं है।

(ग) जानकारी इकट्ठी की जा रही है और वह सभा-घटल पर रख दी जायेगी।

#### Production of Engineering Goods

189. SHRIMATI SUSHILA ROHATGI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that while production in consumer goods industries has increased this year, production in engineering goods has declined; and

(b) if so, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. While it is a fact that consumer goods industries both engineering and non-engineering had generally shown a rise in the production in the year 1967, there was a shortfall in production in some of the heavy engineering goods industries such as railway wagons, structurals, steel castings, machine tools, etc. though the production in other Engineering industries like sugar mill machinery, boilers, drilling equipment, electric motors, transformers etc. was well-maintained.

(b) The main reason for shortfall in production in some of the engineering industries has been lack of adequate orders due to the pruning of the developmental programmes by authorities concerned.

#### Khadi Centres in Orissa

190. SHRI CHINTAMANI PANIGRAHI: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware that 20,000 spinners and weavers in Orissa engaged in khadi have been thrown out of employment due to the closure of Khadi Centres; and

(b) if so, the steps being taken to re-open these Khadi Centres?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Neither the Central Government nor the Khadi & Village Industries Commission have been informed about the closure of Khadi Centres in the State of Orissa. According to the information available with the Khadi & Village Industries Commission, the Khadi Centres in Orissa have not been closed. It may be explained that the Khadi Centres in the States are run by the State Boards, and the Khadi & Village Industries Commission has no administrative control over the functioning of the Khadi Centres in the States except that the Commission gives some financial assistance. However, information from the Government of Orissa is being collected and will be laid on the Table of the House.

(b) In view of the answer given to part (a), the question does not arise.

#### Consumer Commodity Corporation

192. SHRI M. S. MURTI: Will the Minister of COMMERCE be pleased to state:

(a) whether any final decision has been taken regarding the setting up of a Consumer Commodity Corporation; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Not yet, Sir.

(b) Does not arise.



**Sale of Foreign Cars by S.T.C.**

193. SHRI J. MOHAMED IMAM:  
SHRI C. C. DESAI:

Will the Minister of COMMERCE be pleased to state:

(a) whether numerous complaints have been received from the embassies and foreign agencies of the huge profit which the State Trading Corporation is making on the sale of foreign cars acquired by them on the CIF value less depreciation; and

(b) whether Government propose to permit the embassies to sell these cars directly to buyers provided they pay the customs duty while selling the cars?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) No, Sir.

**Muir Textile Mills, Kanpur**

194. SHRI J. MOHAMED IMAM:  
Will the Minister of COMMERCE be pleased to state:

(a) the total loan given to Muir Textile Mills, Kanpur given by Government during the last five years, year-wise;

(b) whether it is a fact that the Company has been showing losses during the last five years consistently; and

(c) if so, the reasons for making advances to these mills?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (c). Government has not given any loan to this Mill. However, to enable the Authorised Controller appointed for this Mill under the Industries (Development & Regulation) Act, 1951, to re-start and run it, in the interest of production and employment, the Government of India and the Government of Uttar Pradesh have jointly, on 50:50 basis, stood guarantee to the State Bank of India for a loan of Rs. 80

lakhs advanced by the Bank to the Mill.

(b) No, Sir.

**Foreign Collaboration**

195. SHRI J. MOHAMED IMAM:  
SHRI K. N. PANDEY:  
SHRI JUGAL MONDAL:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have decided to announce new foreign investment and collaboration policy for the coming year last December;

(b) if so, the reasons for the delay in announcing this policy;

(b) whether Government's attention has been drawn to a report published in the Economic Times of the 2nd January, 1968 in this regard; and

(d) if so, Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). It is proposed to announce Government's policies on foreign investment in the form of a Policy Resolution Details in this regard are still under consideration.

(c) and (d) The report published in the Economic Times of the 2nd January, 1968, has come to Government's notice. The question of Government's reaction thereto does not arise at this stage. The report was not officially authorised.

**Export by Engineering Industries**

196. SHRI N. K. SOMANI:  
SHRI J. MOHAMED IMAM:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government's attention has been drawn to a press report in the Economic Times of the 3rd January, 1968 that Engineering Units can hit export target of Rs. 10 crores provided Government gears its machinery to encourage exports.

(b) if so, whether any report in this regard has been received from the Engineering Export Promotion Council; and

(c) the action proposed to be taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir; the figure of 10 crores mentioned in the Press Report is probably a misprint. The Engineering Industry attained the level of 10 crores export long ago. At present the annual exports of Engineering Goods are already of the order of nearly Rs. 30 crores.

(b) and (c). The Government is in constant touch with the Engineering Council and the Industry and has been taking appropriate measures for promotion of exports of Engineering Goods. No specific reference from the Council has been received.

#### Requisition of Coal from Collieries

197. SHRI N. K. SOMANI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government have decided to requisition coal stock from collieries to ensure regular supply to the Railways;

(b) if so, the reasons therefor;

(c) how the coal-miners in the country have reacted to this proposal; and

(d) whether the advice of the Law Ministry has been sought to ensure that the Colliery Control Order and Essential Commodities Act give enough power to the Government to requisition stocks?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) No, Sir.

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

#### Export of Iron Ore to Japan

198. SHRI N. K. SOMANI: Will the Minister of COMMERCE be pleased to state:

(a) whether the Minerals and Metals Trading Corporation has made

any offer to Japan to supply 25 million tons of iron ore per year for 20 years beginning from 1972;

(b) if so, whether Japan has accepted this offer and the terms thereof;

(c) the anticipated supply of iron ore during the current year; and

(d) whether the Japanese offer is financially better than the offers from the various countries which the Minerals and Metals Trading Corporation is reported to have received?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. During the visit of the M.M.T.C. delegation to Tokyo in October/November, the Japanese Steel Mills were apprised in some detail of the overall picture regarding possible availability of various Indian iron ores in each of the years 1968-71 and at an expected level of 31 million tons per year from 1972 onwards. Further, within that, they were given firm proposals for quantity and grade-wise delivery schedule which totalled 18 million tons from 1972 onwards apart from expected 7 million tons of Goan ore including fines and pellets, making a total of 25 million tons per year upto 1987. The Steel Mills have taken note of this offer and, stage by stage further negotiations with them are expected in the coming months.

(c) During the year ending 31-3-1968, total iron ore exports are expected to be approx. 15.3 million tons of which 12.3 million tons will be exported to Japan.

(d) Neither the offer from our side, nor the response of the buyers has yet reached the stage of the actual prices and, therefore, this question does not arise at present.

#### Shortage of Steel Sheets

199. SHRI S. K. TAPURIAH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that there is a shortage of steel sheet, axle and wheel sets required by the engineering units manufacturing wagons;

(b) if so, the steps taken by Government to increase supplies from the steel plants or by importing certain varieties of steel; and

(c) how far this shortage will affect the execution of orders for the supply of wagons to foreign countries?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). Supplies from indigenous production against export orders are given a high priority, next only to Defence. Wherever it is not possible to meet from indigenous production, the requirements of steel for the manufacture of wagons for export purposes, imports are allowed. Shortage of raw material will not, therefore, affect the execution of orders for supplies to foreign countries.

#### Incentive Scheme for Railway Gangmen and Supervisors

200. SHRI S. K. TAPURIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the recommendations made by the British Expert invited by the Indian Government to advise in evolving incentive scheme for the Railway Gangmen and Supervisors; and

(b) the broad outlines of the studies made on the subject earlier?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The British Expert has suggested certain organisational and method changes in maintenance, and these are under consideration.

(b) Time and Method studies of the maintenance work as actually carried out in representative areas were made.

#### Ropeways in Coal-Fields

201. SHRI S. K. TAPURIAH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the progress made so far towards the completion of the Ropeways in the coal-fields for carrying sand;

(b) the investments made so far on equipment, installation and administration;

(c) whether it is a fact that the Jambad Kajora Ropeway is working much below its capacity and the requirements of collieries are not being met with the consequent loss in production and additional expenditure involved in arranging supplies of sand from distant river-beds; and

(d) the steps being taken to achieve better utilisation of the installed carrying capacity and the complete other ropeways included in the plan?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) There are three Coal Board ropeways system in all due for completion. Out of these, ropeway 'D' for Jharia is complete and is working in two shifts. The other ropeway in Jharia named 'F' is expected to be completed by November, 1968. The Ropeway system known, as Jambad-Kajora in Raniganj consisting of three ropeways, has one ropeway operating from March, 1967 in single shift. The other two ropeways of this system are expected to be completed by the end of March, 1968.

(b) The expenditure on ropeways on equipment and installation upto 31-12-67 is as under:—

Equipment and installation	Rs. 1677.122 lakhs
Administration covering salaries, wages and cost of operation and maintenance—	Rs. 29.10 lakhs

(c) Only one installation of 'Jambad Kajora' ropeway is in operation in single shift. Since two other installations are still under construction, the question of loss at this stage does not arise.

(d) Steps have been taken to expedite completion of two installations of 'Jambad-Kajora' and 'F' Ropeways system. In the one installation of

the Jambad-Kajora Ropeway which is already in operation, the second and third shifts are also expected to be started this year. Area 'D' ropeway is already running in two shifts and a third shift has been planned

#### Exports of Wagons

202. SHRI S. K. TAPURIAH: Will the Minister of COMMERCE be pleased to state:

(a) whether there is any proposal to boost exports of railway wagons in collaboration with the State Trading Corporation;

(b) if so, the details thereof;

(c) the estimated amount of foreign exchange likely to be earned; and

(d) the steps taken to ensure that diversion of capacity for building up wagons for export would not affect internal requirements;

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). There is no specific proposal as such for collaboration, but the State Trading Corporation on its own and also jointly with manufacturers of wagons has been making every effort to promote the export of wagons. As a result of these efforts, orders worth Rs. 41.40 crores (approx) from Hungary, South Korea, Ceylon, Thailand and Burma have been secured.

(d) The manufacturing capacity of wagon building industry and the Railway Workshops is more than the present internal requirements and as such diversion of part of this capacity to exports would not affect the internal requirements.

#### Demand for Additional Railway Wagons

203. SHRI S. K. TAPURIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the estimate of additional demand for Railway wagons by 1970-71 over 1965-66;

3068 (A) ISD—7.

(b) the number of wagons built during the years 1965-66 and 1966-67;

(c) the plan for manufacturing the balance during the next three years; and

(d) the action taken on the Finance Minister's proposal to place orders in advance for manufacturing wagons with a view to helping the engineering industry?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No precise estimate of the demand for Railway wagons by 1970-71 has been made, as such an estimate will necessarily depend on traffic anticipations of the new Forth Five Year Plan which has not yet been framed.

(b)

	Private Builders	Railway Workshop	Total in terms of 4-wheelers
1965-66 . . . . .	26,559	6,946	33,505
1966-67 . . . . .	16,501	4,706	21,207

(c) Till the next Five Year Plan is prepared, planning is being done on an annual basis. The following production has been planned for 1967-68.

	Private Builders	Railway Workshops	Total
1967-68 . . . . .	21,124	4,500	25,624

(d) Taking into account the anticipated backlog of outstanding orders fresh advance orders for 16,000 four-wheeler units have been offered of which orders for 12,300 have already been accepted. Acceptances of offers in respect of the balance wagons, are awaited from the Wagon Builders.

#### Scrapping of Uneconomic Railway Lines

204. SHRI C. C. DESAI:  
SHRI DEORAO PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a move on the part of his Ministry to scrap uneconomic Railway lines;

(b) if so, the details thereof; and  
 (c) whether his Ministry have contacted the State Governments in this regard before finalising this matter?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) An examination is under way to see whether unremunerative branch lines could be closed down without detriment to public interest. No final decision has yet been formulated.

(b) and (c). Certain railway lines have been running at a loss or yielding a very poor return. Examination of the working of these lines is in progress with a view to determining which of them could be closed down without detriment to public interest. Examination of some of them has been completed. In the case of fourteen of them, it was found that road transport could, without difficulty and without detriment to the economy of the area, replace rail transport. The State Governments have been requested to confirm that there would be no difficulty in making arrangements for such additions to road transport as may be necessary to take care of the traffic at present carried by rail.

A list of these fourteen lines is laid on the Table of the House. [Placed in Library. See No. LT-33/68].

#### **Sale of Structural Steel by Hindustan Steel Ltd.**

205. **SHRI C. C. DESAI:** Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government's attention has been drawn to a report in the *Economic Times* of the 13th January, 1968 regarding the deal for 7,000 tonnes of structural steel concluded by the Hindustan Steel Ltd., with some dealers at certain discount;

(b) if so, the main features of the deal; and

(c) the total amount which Government are likely to lose on this deal and the factors which have impelled

the Hindustan Steel Ltd. to enter into this deal?

**THE MINISTER OF STATE IN THE MINISTRY OF STEEL MINES AND METALS (SHRI P. C. SETHI):** (a) Yes, Sir.

(b) No such deal regarding structural steel was concluded by Hindustan Steel Ltd. Apparently the reference is to the arrangements made by Hindustan Steel Ltd. for disposal of the accumulation of off-grade plates at Rourkela. It was decided by Hindustan Steel Ltd. that for despatches before March 31, 1968 a rebate of Rs. 100/- per tonne may be offered in the first instance, to those stockists/customers who had been previously taking off-grade plates at ruling prices and accordingly circulars were issued to over 200 customers. It was also proposed to offer the balance after meeting the demand of such stockists/customers to other dealers and customers and accordingly circulars are now under issue.

(c) There is no question of any 'loss' as several other factors like saving on loss of interest on blocked capital, increased cash flow, release of stocking space for operational purposes etc. have also to be taken into account. After taking all such factors into consideration HSL decided that the offer of such rebate was a sound commercial proposition.

#### **Railway Accidents**

206. **SHRI C. MUTHUSAMI:** Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway accidents during the last three months; and

(b) the total loss to the Railway Exchequer as a result thereof?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) During the period 1-10-1967 to 31-12-1967, 265 train accidents, viz., 19 collisions, 209 derailments, 24 cases of trains running into road traffic at level crossings and 13 cases of fires in train-

took place on the Indian Government Railways.

(b) The cost of damage to railway property involved in these accidents was estimated at approximately Rs. 31,75,572/-.

मध्य प्रदेश में सरकारी क्षेत्र के उद्योग

207. श्री गं० चं० दीक्षित : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) चारों पंचवर्षीय योजनाओं के दौरान सरकारी क्षेत्र में उद्योग स्थापित करने के लिये मध्य प्रदेश को कितना धन दिया गया; और

(ख) उक्त अवधि के दौरान ऐसे उद्योग स्थापित करने हेतु सभी राज्यों के लिये राज्यवार, मंजूर कुल राशि का यह कितने प्रतिशत है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलकदीन अली अहमद) :  
(क) और (ख). प्रत्येक पंच-वर्षीय योजना की अवधि में मध्य प्रदेश में सरकारी क्षेत्र के उद्योगों की स्थापना में लगाए गए धन तथा सभी राज्यों के लिये स्वीकृत कुल धनराशि में उसका प्रतिशत नीचे दिया गया है :—

योजना	विनियोजन	सभी राज्यों के लिये स्वीकृत कुल धन राशि का प्रतिशत
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पहली	कुछ नहीं	कुछ नहीं
दूसरी	237.15	31.90
तीसरी	232.66	19.47
चौथी	चूंकि चौथी योजना को अभी अन्तिम रूप नहीं दिया गया है, इसलिये कोई निश्चित आंकड़े नहीं दिये जा सकते ।	

इटारसी स्टेशन के प्लेटफार्म पर शंड

208. श्री गं० चं० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इटारसी रेलवे स्टेशन पर बनाये गये नये प्लेटफार्म संख्या 5 पर अब तक किसी शंड की व्यवस्था नहीं की गई है;

(ख) क्या यह सच है कि इस प्लेटफार्म पर यात्रियों के बैठने की कोई भी उचित व्यवस्था नहीं है;

(ग) यदि उपरोक्त भाग (क) और (ख) के उत्तर स्वीकारात्मक हों, तो क्या सरकार का विचार इन कठिनाइयों को दूर करने के लिये कोई कार्यवाही करने का है; और

(घ) यदि हां, तो उसका व्यौरा क्या है ?

रेलवे मंत्री (श्री चं० म० पुनाचा) :

(क) जी हां ।

(ख) जी नहीं । इस द्वीप प्लेटफार्म पर 6 बेंचों की व्यवस्था की गयी है ।

(ग) और (घ). 300' × 51' = 5' के नये द्वीप प्लेटफार्म पर छत लगाने का काम जारी है । स्तंभों के लिये नीबें डाली जा चुकी हैं । इस्पात का ढांचा खड़ा करने का काम हो रहा है ।

बरहानपुर स्टेशन पर जल देने वाले स्टेशनों का समाप्त किया जाना

209. श्री गं० चं० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश के बरहानपुर स्टेशन पर जल देने वाले स्टेशन के समाप्त किये जाने के कारण विशेषकर रात के समय यात्रियों को बहुत असुविधा होती है क्योंकि इसके परिणामस्वरूप बहुत से डिब्बे प्लेटफार्म से बाहर रहते हैं;

(ख) यदि हां, तो इस कठिनाई को दूर करने के लिये सरकार ने क्या कार्यवाही की है; और

(ग) यह कठिनाई कब तक दूर किये जाने का विचार है ?

रेलवे मंत्री (श्री च० मु० पुनाचा) :

(क) से (ग). बुरहानपुर स्टेशन पर पानी की व्यवस्था को खत्म नहीं किया गया है, बल्कि और अधिक लम्बी गाड़ियां खड़ी करने के लिये डाउन और अप प्लेटफार्मों का विस्तार किये जाने के कारण इटारसी की ओर वाले पानी के स्तम्भ को हटा कर और दूर ले जाया गया है। वर्तमान प्लेटफार्म की सतह ऊंची है, जबकि अप और डाउन प्लेटफार्मों के बढ़ाये गये हिस्से की सतह पटरी के बराबर है। जो बोगियां इन प्लेटफार्मों के बड़े हुये हिस्से पर खड़ी होती हैं उनमें चढ़ने-उतरने वाले कुछ गाड़ियों के यात्रियों को थोड़ी असुविधा होती है। प्लेटफार्मों के बड़े हुये हिस्से की सतह को भी ऊंचा करने का विचार है और आशा है कि यह काम अप्रैल 1968 तक शुरू हो जायेगा और यथासंभव शीघ्र पूरा हो जायेगा।

#### 'कोसा' कपड़े का निर्यात

210. श्री गं० खं० दीक्षित : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश के छत्तीसगढ़ क्षेत्र में 'कोसा' कपड़ा बड़े पैमाने पर तैयार किया जाता है और निर्यात किया जाता है ;

(ख) यदि हां, तो 1965 से 1967 तक की अवधि में ऐसे कितने कपड़े का निर्यात किया गया है ; और

(ग) सरकार ने 'कोसा' कपड़े का उत्पादन बढ़ाने के लिए क्या कार्यवाही की है ?

वारिष्ठ्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शही करशी) : (क) जी हां

(ख) छत्तीसगढ़ क्षेत्र में तैयार 'कोसा' कपड़े के निर्यात के आंकड़े मालय से उपलब्ध नहीं हैं। 1965, 1966 तथा 1967 में क्रमशः 5,48,000, 324,000 तथा 3,71,000 वर्गमीटर टसर (कोसा) रेशमी कपड़े का निर्यात किया गया।

(ग) 'कोसा' कपड़े का उत्पादन बढ़ाने के लिये किये गये उपायों में कुछ निम्नलिखित हैं :—

- (1) बिहार, मध्य प्रदेश तथा उड़ीसा राज्यों में टसर कच्चे रेशम का उत्पादन बढ़ाने के लिए गहन प्रयत्न।
- (2) टसर रेशम के उत्पादन से सम्बन्धित केवल गवेषणा कार्य-कलापों के लिए रांची में एक गवेषण केन्द्र की स्थापना
- (3) रेशम कोट पालकों की उचित लाभों का विवास दिलाने तथा साथ ही उत्पादकों को टसर के कोयों की अधिक मात्रा में पूति कराने के लिए दिसम्बर 1966 में एक मूल्य समर्थन योजना का आरम्भ।

#### Pilferage Cases on Railways

211. SHRI HEM RAJ: Will the Minister of RAILWAYS be pleased to state:

(a) the number of pilferage cases which occurred on the Railways during the years 1966-67 and 1967-68 so far, zone-wise; and

(b) the number of cases started and convicted and the amount of loss suffered by the Railways?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The exact number of pilferage cases which occurred on the Railways during 1966-67 and 1967-68 (January) are not known. However, the amount of loss suffered by the Railways due to pilferages resulting into the payment of Claims Compensation during 1966-67 is as under:—

Railway	Claim Compensation paid Rs.
Central . . . . .	36,80,869
Eastern . . . . .	44,76,296
Northern . . . . .	31,86,295
North Eastern . . . . .	19,32,271
Northeast Frontier . . . . .	18,96,705
Southern . . . . .	27,80,287
South Central . . . . .	4,86,361
South Eastern . . . . .	26,94,375
Western . . . . .	26,41,649

#### Railway Compensation Claims

212. SHRI HEM RAJ: Will the Minister of RAILWAYS be pleased to state:

(a) the number of compensation claims which were received for the loss of goods from the 1st April, 1967,

to 31st January, 1968 and the amount involved in them; and

(b) the number of such cases during the corresponding period of the last year?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The information is being collected and will be laid on the Table of the House.

#### Loot, Murder and Stabbing Cases in Running Trains

213. SHRI HEM RAJ: Will the Minister of RAILWAYS be pleased to state:

(a) the number of loot, murder and stabbing cases that took place in the running trains during 1967 and upto end of January, 1968 on the different zones, zone-wise;

(b) whether the culprits have been apprehended; and

(c) if not, the steps taken or proposed to be taken for the safety of the travelling public?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The required information is as under:

Railway	No. of cases during 1967 & upto 31-1-68			No. of culprits apprehended.
	Dacoity/ Robbery.	Murder	Stabbing	
Central . . . . .	3	—	4	4
Western . . . . .	Nil	Nil	Nil	Nil
Southeastern . . . . .	10	4	—	31
South-Central . . . . .	Nil	Nil	Nil	Nil
North-Eastern . . . . .	2	2	1	5
Northeast Frontier . . . . .	2	1	1	8
Eastern . . . . .	11	—	—	15
Southern . . . . .	1	2	—	—
Northern . . . . .	4	1	2	2



(c) Safety of the travelling public as also prevention and detection of crimes against persons on Railways and in railway premises is the responsibility of the Government Railway Police & State Governments. Close cooperation is maintained with the Government Railway Police at all times for the control of crime and their attention is promptly drawn to any serious crime that occurs and to any increase in criminal activities in any particular area or train for taking remedial measures.

#### Coking Coal from Japan

214. SHRI M. SUDARSANAM: Will the Minister of COMMERCE be pleased to state:

(a) whether there is any proposal to enter into a long term contract with Japan for the supply of coking coal to India; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Probably the Hon'ble Member wants to know whether there is any proposal for export of coking coal from India to Japan. There is no such proposal for long-term contract.

(b) Does not arise.

#### Hospet-Goa and Miraj-Goa Railway Lines

215. SHRI MOHSIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether survey has been made and estimates have been prepared for converting the Hospet-Goa and Miraj-Goa railway lines into Broad Gauge; and

(b) if so, the further steps taken in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) An examination of the Traffic prospects of the conversion revealed that conversion of these sections is not an immediate necessity as the metre gauge line is capable of hand-

ling all the traffic offered in the near future.

#### Poona-Miraj Railway Line

216. SHRI MOHSIN: Will the Minister of RAILWAYS be pleased to state:

(a) the progress so far made regarding conversion of Poona-Miraj railway line into Broad Gauge railway line; and

(b) when it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) an overall progress of 49 per cent has been achieved upto end of December, 1967.

(b) The target date for completion is October, 1969.

#### M/s. Hind Galvanising and Engineering Co. (P) Ltd.

217. SHRI C. K. BHATTACHARYA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether stainless steel sheets worth Rs. Two lakhs were fraudulently obtained by some persons from the Calcutta Port on the false representation that they were acting as representatives of the National Trading Agency, clearing agents for M/s. Hind Galvanising and Engineering Co. (P) Ltd., Calcutta; and

(b) whether any explanations have been asked from the port authorities for this wrong delivery and if so, the outcome thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Information is being collected and will be laid on the Table of the House.

#### संसद सदस्यों को कार्रों का नियतन

218. श्री बसवन्त : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संसद् सदस्यों को 1962 से 1967 तक की

4 वर्ष की अवधि में एक फिएट कार खरीदने का अधिकार था ;

(ख) 4 वर्ष की यह समय-सीमा कितनी अवधि के लिए कम कर दी गई थी; और

(ग) इस अवधि के दौरान, कितने संसद् सदस्यों ने दूसरी कार खरीदने के लिये परमिट प्राप्त किये थे ?

**औद्योगिक विकास तथा सभवाय-कार्य मंत्री (श्री फल्लूचंद बीन अली अहमद) :**  
(क) और (ख). मई, 1963 से अप्रैल, 1966 की अवधि में संसद् सदस्यों को सामान्यतः पहली कार की खरीद से एक साल की अवधि समाप्त होने से पहले नई फिएट कार का नियतन नहीं किया जाता था । फिर भी मई, 1966 में यह समय सीमा कम कर दी गयी थी । चौथी लोकसभा के गठन के पश्चात् फिएट कारों की अत्यधिक मांग के कारण मार्च, 1967 में चार साल की समय सीमा के नियम को पुनः लागू करने का निश्चय किया गया था ।

(ग) 120 ।

**बम्बई-भुसावल रेलवे लाइन का विद्युतीकरण**

219. श्री बसबन्त : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे की बम्बई-भुसावल रेलवे लाइन का विद्युतीकरण कब तक पूरा हो जायेगा ;

(ख) विद्युतीकरण पर कितनी लागत आने का अनुमान है और अब तक कितनी धनराशि व्यय की गई है ;

(ग) क्या यह सच है कि मनमाड तक विद्युतीकरण हो जाने से बम्बई से मनमाड तक बिजली से चलने वाली रेल गाड़ियां चालू कर दी जायेंगी ; और

(घ) बिजली से चलने वाली पहली रेलगाड़ी कब तक चलाई जाने की आशा है ?

**रेलवे मंत्री (श्री जे० ए० पुनश्वा) :**

(क) बम्बई-इगतपुरी खंड का, 1500 वोल्ट डी० सी० प्रणाली पर, विद्युतीकरण हो चुका है । आशा है जुलाई 68 तक इगतपुरी-भुसावल खंड का 25 किलो वाट ए० सी० प्रणाली पर, अलग-अलग चरणों में विद्युतीकरण हो जायेगा, लेकिन शर्त यह है कि महाराष्ट्र राज्य बिजली बोर्ड से बिजली मिल जाये ।

(ख) विद्युतीकरण की अनुमानित लागत 11.83 करोड़ रुपये है और अब तक 8.61 करोड़ रुपये खर्च हो चुके हैं ।

(ग) और (घ). बम्बई और इगतपुरी के बीच डी० सी० बिजलीयुक्त खंड पर बिजली गाड़ियां चल रही हैं । आशा है इगतपुरी-भुसावल खण्ड पर जिसे 25 किलो वाट ए० सी० प्रणाली पर विद्युतीकरण किया जा रहा है, मार्च 68 से क्रमशः बिजली पहुंच जायेगी । शुरु में इगतपुरी-नन्दगांव के बीच केवल माल गाड़ियां चलाने का विचार है, इस खंड में मार्च 68 तक बिजली पहुंच जायेगी । इगतपुरी-भुसावल खण्ड में सामान्यतः बिजली गाड़ियां चलाने के सवाल पर तब विचार किया जायेगा जब भुसावल तक समूचे खंड में बिजली पहुंच जाये और अपेक्षित बिजली उपलब्ध होने का आश्वासन मिल जाये ।

**बिना टिकट यात्रा**

220. श्री बसबन्त :

**श्री हुकूम चन्द कछवा :**

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय रेलवे में 1 अप्रैल से 31 दिसम्बर, 1967 तक बिना टिकट यात्रा करने वाले कितने यात्री पकड़े गये ;

(ख) किन किन मार्गों पर सब से अधिक लोग बिना टिकट यात्रा करते हैं;

(ग) क्या यह सच है कि टिकट परीक्षकों ने दो दण्डाधिकारियों को बिना टिकट गाड़ी में यात्रा करते हुए पाया; और

(घ) यदि हाँ, तो क्या इसकी सूचना सम्बन्धित उच्च न्यायालय को दी गई है तथा यह घटना कहां घटी थी ?

रेलवे मंत्री (श्री जे० मु० पुनाचा):

(क) 64,83,218 ।

(ख) 1 अप्रैल से 31 दिसम्बर, 1967 तक की अवधि में बिना टिकट यात्रा करने वाले यात्री सब से अधिक पूर्व रेलवे पर पकड़े गये । दक्षिण-मध्य और पश्चिम रेलों का नम्बर दूसरा और तीसरा था ।

(ग) जी नहीं ।

(घ) सवाल नहीं उठता ।

#### Import of Steel for Manufacture of Cars

221. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the steel used for manufacturing the body of the Ambassador and other cars that are manufactured in India is imported;

(b) if so, the cost of steel used per car; and

(c) if the reply to part (a) above be in the negative, the source from which the required steel is obtained by the manufacturers?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Mostly imported,

(b) Ambassador Car	Rs. 2,000
Fiat Car	Rs. 1,500
Standard Herald Car	Rs. 800

(c) Only a small portion of the steel required for the manufacture of cars is being obtained from the Rourkela Steel Plant at present.

#### Trade Agreement with Rumania

222. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of COMMERCE be pleased to state:

(a) whether a trade agreement has, recently, been concluded with Rumania; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). No, Sir.

However, in this connection it may be mentioned that through an exchange of letter on the 30th December 1967, the validity of the Trade & Payments Agreement signed in Bucharest on 30-11-1962, between the Government of India and the Government of the Socialist Republic of Rumania, has been extended upto 31st December, 1968.

#### नरकटियागंज और गोरखपुर के बीच सीधी रेलवे लाइन

223. श्री क० वि० मधुकर: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि नरकटियागंज और गोरखपुर जंक्शन के बीच सीधी रेल लाइन बन्द कर दी गई है ;

(ख) यदि हाँ, तो उसके क्या कारण हैं ; और

(ग) इस लाइन को फिर से वास्तु करने के सम्बन्ध में सरकार का क्या कर्तव्यवाही करने का विचार है ?

रेलवे मंत्री (श्री जे० मु० पुनाचा):

(क) और (ख) बगहा और छितीनी घाट के रास्ते गोरखपुर और नरकटियागंज के बीच सीधा रेल सम्पर्क सन् 1924 में अय्य हो गया था जब कि बगहा और छितीनी घाट के बीच गंडक नदी का पुल नदी से क्षारी वाढ़ आने के कारण बहू कम था ।

(ग) चूंकि नदी अक्सर अपना मार्ग बदलती रहती है और उसका बहाव इन इलाकों में स्थिर नहीं रहा है इसलिए निकट भविष्य में इस पुल का पुनर्निर्माण करना और सीधा रेल सम्पर्क कायम करना व्यावहारिक नहीं होगा। जब नदी इन इलाकों में अपना बहाव स्थिर कर लेगी और तब तक यदि अतन्त्रात और वित्तीय दृष्टि से प्रस्ताव का श्रेयचित्य होगा तभी इस प्रस्ताव पर विचार किया जा सकेगा।

**बटन बनाने के कारखाने**

224. श्री क० मि० मधुकर : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) जम्पारब जिले के मेहसी नामक स्थान में स्थित सीप के बटन बनाने के कारखानों की तरह के कारखाने देश में किन अन्य स्थानों पर स्थित हैं ; और

(ख) क्या सरकार का विचार इस छोटे पैमाने के उद्योग के विकास से सम्बन्धित समस्याओं का अध्ययन करने के लिये कोई समिति नियुक्त करने का है ?

**औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलकत्तीन जन्नी बहमब) :**

(क) जानकारी इकट्ठी की जा रही है और वह सभा-मंडल पर रख दी जसकी।

(ख) सरकार का ऐसा कोई विचार नहीं है।

**बिहार में बसें बनाने का कारखाना**

226. श्री क० मि० मधुकर : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार ने अनाज के अभाव तथा सिंचाई के महत्व को दृष्टि में रखते हुए बिहार में बसें (रिंग) बनाने का कारखाना स्थापित करने के लिये कोई योजना बनाई है ;

(ख) यदि हां, तो इस बारे में क्या कार्यवाही की जा रही है ;

(ग) क्या सरकारने बिहार में गैर-सरकारी क्षेत्र में एक रिंग फॅक्टरी स्थापित करने की संभावनाओं पर विचार किया है ; और

(घ) यदि हां, तो उसका व्यौरा क्या है ?

**औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलकत्तीन जन्नी बहमब) :**

(क) और (ख). कुएं खोदने वाले बरमों का निर्माण करने के लिए बिहार में कोई नया कारखाना स्थापित करने का विचार नहीं है। फिर भी संची में हाव ही में इस प्रकार के बरमे बनाने का काम शुरू किया गया है।

(ग) और (घ). प्रश्न ही नहीं उठते।

**Over-Bridge on Railway Line in Madhipur and Angola Localities**

227. SHRI K. M. MADHUKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that innumerable difficulties are caused to the public in the absence of an over-bridge on railway line in Madhipur and Angola localities of Muzaffarpur town which is a major city of Tirhut Commissionery;

(b) if so, the reasons for which the over-bridge has not been constructed so far; and

(c) whether Government propose to construct an over-bridge now and if so, when?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) No—There exists as many as three level crossings to facilitate movement of road traffic across railway line in Muzaffarpur area.

(b) and (c). There is already a proposal for a road over-bridge in replacement of level crossing No. 1

(Rewa Ghat) at Muzaffarpur. The scheme could not however be progressed due to the State Government having not finalised the alignment of the approaches. As far as the Railway is concerned, the work on the bridge structure would be taken up as soon as the State Government finalise the alignment of the approaches.

#### Accidents on N.E.F. Railway

228. SHRIMATI JYOTSNA CHANDA: Will the Minister of RAILWAYS be pleased to state the number of accidents on the North-East frontier Railway during the years 1965, 1966 and 1967?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): There were 185, 171 and 165 train accidents during the years 1965, 1966 and 1967 respectively in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains on the Northeast Frontier Railway.

#### Decontrol of Scarce Iron and Steel Items

229. SHRI S. R. DAMANI: Will the Minister of STEEL, MINES and METALS be pleased to state:

(a) whether Government are considering a proposal to decontrol certain scarce items of iron and steel; and

(b) if so, when the decision is likely to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) and (b). Price and distribution control on all categories of iron and steel has been lifted with effect from the 1st May, 1967. Responsibility of fixing of prices and distribution of all categories has been entrusted to the Joint Plant Committee. However, the question of the future of the Joint Plant Committee and the feasibility of revising the existing procedure for distribution is under consideration.

#### Arkonam Railway Workshop

230. SHRI S. K. SAMBANDHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received from the workers of Arkonam Railway Workshop;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). Representations have been received against reduction in the staff strength in the Engineering Workshops at Arkonam resulting in staff being rendered surplus. They are being considered.

#### Bombay-Howrah Janata Express

231. SHRI DEORAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce a Bombay-Howrah Janata Express via Nagpur taking into account the demand made by the people; and

(b) if so, when?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

#### महाराष्ट्र में सीमेंट फैक्टरियां

232. श्री देवराव पाटिल: क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने महाराष्ट्र राज्य में यवतमाल जिले में चनखा, वर्नी तथा पंढूरकुवडा में सीमेंट फैक्टरियां स्थापित करने का कोई निर्णय लिया है ;

(ख) यदि नहीं, तो इस क्या कारण है ।

(ग) क्या वहां पर सी बर्षों तक के लिये पक्की कच्चा माल उपलब्ध है ; और

(घ) यदि हां, तो वहां सीमेंट फैक्टरी चालू करने में देरी के क्या कारण हैं ?

**श्रीसोमनाथ विकास तथा सभवाय-कार्य मंत्री (श्री कल्लवदीन अली अहमद) :** (क) सरकार ने महाराष्ट्र राज्य के यतवमाल जिले में सीमेंट का कारखाना स्थापित करने के किसी भी प्रस्ताव के लिये सहमति नहीं दी है।

(ख) चूक सीमेंट उद्योग को अब उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के लाइसेंस देने वाले उपबन्धों से मुक्त कर दिया गया है, इसलिये सीमेंट का कारखाना लगाने के लिये किसी को भी केन्द्रीय सरकार से अनुमति लेना आवश्यक नहीं है।

(ग) इस क्षेत्र में कितना कच्चा माल उपलब्ध है इसके बारे में सरकार को कोई जानकारी नहीं है।

(घ) प्रश्न ही नहीं उठता।

**भटनी वाराणसी-अप गाड़ी में यात्रियों का लूटा जाना**

233. श्री विश्वनाथ पाण्डेय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जनवरी, 1968 में भटनी-वाराणसी 71 अप गाड़ी के दूसरे दर्जे के डिब्बे में यात्रा कर रहे दो यात्रियों के पास जो कुछ था वह सब कुछ पूर्वोत्तर रेलवे के पिपटीदिह स्टेशन के बाहरी उत्तरी सिगनल के निकट लूट लिया गया था ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार क्या कार्यवाही कर रही है ?

रेलवे मंत्री (श्री बी० सु० पुनाचा)

(क) जी हां।

(ख) मऊ जंक्शन पर सरकारी रेलवे पुलिस चौकी के अधिकारी ने मामले की फौरन छान-बीन करके अपराधियों के

गिरोह का पता लगा लिया है। अब तक एक अपराधी गिरफ्तार किया गया है और आशा है कि शीघ्र ही अन्य गिरफ्तारियां भी होंगी। मऊ जंक्शन की भारतीय रेलवे पुलिस ने भारतीय दण्ड संहिता की धारा 395 के अधीन अपराध संख्या 3 दर्ज कर लिया है जिसकी जांच पड़ताल हो रही है।

**Truck Collision at Unmanned Level Crossing between Vijapur and Kalvada Railway Stations**

234. SHRI VISHWA NATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that many persons were seriously injured when the truck in which they were travelling collided with a train at an unmanned level crossing between Vijapur and Gerita-Kalvada Railway Stations (Western Railway) on the 15th January, 1968;

(b) if so, the causes thereof;

(c) the number of persons injured; and

(d) the total loss to the Railway property thereby?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) The accident occurred at the unmanned level crossing No. 47C between Vijapur and Gerita Kolvada stations on the Vijapur-Ampliyasan Metre Gauge Branch line section of the Western Railway.

(b) According to the finding of the enquiry committee the accident was due to the truck driver negotiating the level crossing in the face of the approaching train.

(c) In this accident, 14 persons were injured of whom 5 sustained grievous injuries. One of the grievously injured persons subsequently died in the hospital on 21.1.1968 and the others are reported to be progressing satisfactorily.

(d) The cost of damage to railway property was estimated at approximately Rs. 700.

### Robbery in Howrah-Barauni Passenger Train

235. SHRI VISHWA NATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a daring running train robbery was committed in a first class compartment of the Howrah-Barauni passenger train between Jamalpur and Kajra stations of the Eastern Railway on the 6th January, 1968; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, but the incident occurred on 7-1-1968, between Abhaipur and Kajra stations in Jamalpur-Kiul Section of the Eastern Railway.

(b) On 7-1-1968 at about 23-30 hrs. on arrival of 32Q Up Howrah-Barauni passenger at Kiul one Shri Nath Singh, a Government official of Bihar reported to the Officer Commanding, Government Railway Police, Kiul that while he was travelling in a first class compartment of the said train two unknown persons entered the compartment when the train started from Jamalpur. On arrival at Dasa-rajpur, i.e. the next station someone shouted "Rajbansi, Rajbansi" from outside and one of those who had got in at Jamalpur opened the door when three other unknown persons came into the compartment. On this the Government official objected and the miscreants replied that they would get down at the next halt. At the next halt, i.e. a Dharara, two of them got down but three still remained in the compartment. When the train steamed off Abhaipur station they asked the Government official to surrender the cash at the point of knife, but on resistance from the official and his companion, the miscreants attacked both of them and inflicted knife injuries on their persons. Both the passengers, however, took shelter in the latrine of the compartment. When the train stopped at

Kajra, all the three miscreants decamped with stolen articles which included leather suitcase containing Rs. 330/- in cash besides others valued at Rs. 75/-. Government Railway Police, Jamalpur have registered a case under Section 394 I.P.C. which is under investigation. No arrests have been made so far. Both the injured passengers were admitted in the hospital for treatment.

### Recession in Woollen Industry

236. SHRI P. N. SOLANKI: Will the Minister of COMMERCE be pleased to state:

(a) whether the attention of Government has been drawn to a press report in the Economic Times of the 19th January, 1968 that the recession in the woollen industry continues unabated and conditions this year are expected to be much worse if Government do not take adequate steps to stem the rot;

(b) if so, the reaction of Government thereto; and

(c) the remedial measures taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) and (c). Government do not fully share the pessimism about the industry and have maintained in the first six months of the current season the same level of foreign exchange allocation as in the last season, which was much higher than the previous year.

### Industrial Development

237. SHRI P. N. SOLANKI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to a press report published in the Times of India of the 20th January, 1967 stating that his Ministry has taken a serious note of the alleged attempts by manufac-

turers in certain industries to revive the sellers market through dubious means;

(b) if so, what are the industries in question; and

(c) the action, if any, taken against the defaulters?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):** (a) No, Sir.

(b) and (c). Do not arise.

**Rourkela and Durgapur Plants**

238. **SHRI LOBO PRABHU:** Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Rourkela and Durgapur Steel Plants have been working at 30 per cent of their capacity and, if so, since how long;

(b) the extent to which this has increased the cost of production of steel in these plants;

(c) how far steel production in the country is surplus to the demand; and

(d) the value of subsidy paid on the export of steel?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHENNA REDDY):** (a) and (b). It is not a fact that the Rourkela and Durgapur Steel Plants have been working at 30 per cent of their capacity. During the period April—December 1967, the achievement on rated capacity in saleable steel comes to about 84 per cent in the case of Rourkela Steel Plant and about 65 per cent in the case of Durgapur Steel Plant. The cost of production of steel depends on a number of factors and under-utilisation of capacity is only one of them.

(c) During the last about 2 years, the demand for certain products has slackened, mostly because of recessionary trends and slowing down of developmental activities. As soon as

the general industrial activity in the country picks up, the demand is expected to match production.

(d) The information is being collected and will be laid on the Table of the House.

**Sugar Mill in Uganda**

239. **SHRI K. HALDAR:** Will the Minister of COMMERCE be pleased to state:

(a) whether India has won a global tender to set up a large sugar mill in Uganda;

(b) if so, whether it will be in the public sector or private one; and

(c) the terms and conditions thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI):** (a) and (b). An Indian firm has secured a contract for the supply of Sugar Mill machinery for modernisation of a Sugar Mill in Uganda.

(c) The contract is between private parties.

**Recession**

240. **SHRI G. S. DHILLON:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Central Project Advisory Council at their meeting held in December, 1967 had made some recommendations to combat recession through greater reliance on Indian goods; and

(b) if so, the details of these recommendations alongwith the steps taken by various Departments for their adoption and implementation?

**THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):** (a) and (b). Presumably the reference is to the 19th meeting of the Central Advisory Council of Industries, which



took place on 10th November, 1967. The various recommendations made therein are already receiving the attention of the Government.

#### **Export Policy Resolution**

241. SHRI JUGAL MONDAL: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 5604 on the 22nd December, 1967 and state:

(a) whether Government have since finalised the details of the proposed Export Policy Resolution;

(b) if so, what are the guidelines of the new policy; and

(c) if the reply to part (a) above be in the negative, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The details of the proposed Export Policy Resolution have not yet been finalised.

(c) In the first meeting of the reconstituted Board of Trade held on 24-1-1968 it was decided to constitute a Sub-Committee to make proposals for incorporation in the Export Policy Resolution. The Resolution will be finalised after receiving the recommendations of this Sub-Committee.

#### **Collieries Operations in Asansol Sub-Division**

242. SHRI DEVEN SEN: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that in the Asansol sub-division, the land in the villages is subsiding, buildings are cracking and tanks and wells are going dry due to the impact of operation in the collieries.

(b) whether it is also a fact that the owners of land and buildings are not getting any compensation either from Government or from the colliery owners; and

(c) if so, the steps Government propose to take to give relief to them?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Some instances of damage to surface had come to the notice of Directorate General of Mines Safety during 1966 and 1967. All such instances were looked into and were found to be due to normal mining operations. Provisions of statutory Regulations with respect to fencing had been mostly carried out.

(b) and (c). These matters are dealt with by the State Government.

#### **Commercial Clerks on Railways**

243. SHRI P. N. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Commercial Clerks on Railways fail to work as per rule resulting in heavy claims paid by the Railways and wastage of perishable food stuff;

(b) whether it is also a fact the Railways accept the consignments on charging freight by passenger trains, but they are sent by goods trains in parcel vans where the freight is less; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) It is true that the staff booking a consignment sometimes fail to do all that they are required or expected to do, and this may result in some damage to the consignment, for which compensation may have to be paid, but it is not that this happens very frequently.

(b) and (c). It is not so. If a consignment booked for transport by passenger train is despatched by goods train it can only be regarded as a case of an individual lapse, which is taken suitable notice of by the administration.

**Parcel Office Ajmer**

244. SHRI P. N. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the staff strength in Parcel Office, Ajmer (Western Railway) is inadequate to cope with the work and the matter has been under consideration since 1963;

(b) whether it is a fact that no overtime allowance is paid to the staff and they are also penalised for mistakes which become unavoidable as a result of heavy work load due to insufficient staff; and

(c) if so, the further time likely to be taken by the Railways to compensate the staff according to the work load?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). Information is being collected and Will be laid on the table of the Sabha.

**Vigilance Wing on Railways**

245. SHRI P. N. SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a separate Vigilance Wing working on the Railways;

(b) if so, the extent to which this Vigilance Wing has been able to root out corruption from the Railways; and

(c) the amount required to maintain Vigilance Wing on the Railways annually?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The Vigilance Organisation on the Railways consists of the Vigilance Directorate in the Railway Board's Office and a Vigilance Branch on each of the nine zonal railways.

(b) it may not be possible to assess the extent to which the Vigilance Wing has been able to root out corruption from the Railways.

(c) The total expenditure on the Vigilance Organisation in the Railways during the financial year ended 31-3-67 was Rs. 36,00,532/94.

**Tungabhadra Steel Products Ltd.**

246. SHRI S. A. AGADI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the total investment made by the Central Government as well as by the State Government in the Tungabhadra Steel Products, Ltd., in Mysore State;

(b) whether any schemes have been proposed for the expansion of the said factory and if so, the details thereof; and

(c) the value of the annual production of the factory since 1961?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Rs. 1.01 crores.

(b) Proposals for diversification and expansion of the manufacturing activities of the company are under consideration. A Committee has been set up by the Board of Directors to examine this issue in detail and submit its recommendations. The Committee's recommendations are awaited.

(c) The value of the annual production since 1961 is given below:—

Year	Value (Rs. in lakhs)
1961-62	35.71
1962-63	43.32
1963-64	51.69
1964-65	53.68
1965-66	69.40
1966-67	50.48

**Unauthorised Pulling of Chains**

247. SHRI JAGESHWAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the incidents of unauthorised pulling of chains in the trains have increased during the last two years:

- (b) if so, the details thereof;  
 (c) the main reasons therefor; and  
 (d) the steps being taken to check it?

THE MINISTER OF RAILWAYS  
 (SHRI C. M. POONACHA): (a) Yes.

(b) Number of unauthorised incidents during the years ending 30th September, 1966 and 1967 were 1,33,068 and 1,73,666 respectively as compared to 90,209 during the year ending 30th September, 1965.

(c) The main reasons for increase in the incidents of Alarm chain pulling are overcrowding in trains, deterioration in the law and order situation and ticketless travel.

(d) A statement is laid on the Table of the House. [Placed in Library. See No. LT-34/68].

**दक्षिण-मध्य रेलवे में नीरा स्टेशन पर भोजन घर (डाइनिंग रूम)**

248. श्री जगन्नाथ राव बोशो : क्या रेलवे मंत्री यह ताने की कृपा करेंगे कि :

(क) क्या जनता द्वारा यह मांग की गई है कि नीरा स्टेशन (दक्षिण-मध्य रेलवे) पर एक "भोजन घर" (डाइनिंग रूम) खोला जाए ; और

(ख) यदि हां, तो यह कब तक खोला जायेगा ?

रेलवे मंत्री (श्री च० मु० पुनाबा):

(क) जी हां ।

(ख) नीरा स्टेशन पर वर्तमान दुकान में खान-पान की वर्तमान सुविधाएँ यात्रियों की आवश्यकताओं को पूरा करने के लिए फिलहाल पर्याप्त समझी जाती हैं । पुना-मिराज खंड, जिस पर नीरा स्टेशन स्थित है, को अब बड़ी लाइन में बदला जा रहा है और आशा की जाती है कि 1969 के मध्य तक निर्माण कार्य पूरा हो जायेगा । नीरा स्टेशन पर उपहारगृह की व्यवस्था की आवश्यकता पर इस खंड पर चलायी जाने वाली बड़ी लाइन की गाड़ियों के समय को देखते हुए विचार किया जायेगा ।

**विहकी और ब्रांडी का बंधाया जाना**

250. श्री रोम चरण : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय मानक संस्था ने विहकी और ब्रांडी तैयार करने के कुछ सूत्र भेजे हैं जिससे कम लागत प्रायेगी और विहकी और ब्रांडी स्वास्थ्य के लिये हानिकारक भी नहीं होगी जैसा कि 20 जनवरी, 1968 के 'ब्लिट्ज' में समाचार प्रकाशित हुआ था ; और

(ख) यदि हां, तो इन सूत्रों का ब्यौरा क्या है और इन सूत्रों को क्रियान्वित करने के लिये क्या कार्यवाही की जा रही है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फलकहोत्र श्री अहमद) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

**इमारती लकड़ी उद्योग**

251. श्री प्र० त्यागी : क्या औद्योगिक विकास तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अन्य देशों की तुलना में इमारती लकड़ी उद्योग काफी पिछड़ा हुआ है ; और

(ख) यदि हां, तो सरकार ने इमारती लकड़ी उद्योग की आधुनिक तरीकों पर चलाने के लिये क्या उपाय किये हैं ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फलकहोत्र श्री अहमद) : (क) और (ख). भारत में लकड़ी पर इमारती उद्योग ने 1947 में उल्लेखजनक प्रगति की है । 1947 से पूर्व देश प्लाइवुड तथा फाइबर बोर्ड (इन्सुलेशन बोर्ड तथा हाई बोर्ड) का पर्याप्त मात्रा में आयात किया करता था । इन उत्पादों में अब हम लयभंग

धात्म-निर्भर हो गए हैं। इसके अतिरिक्त अब फाइबर बोर्ड का उत्पादन भी हाल ही में शुरू कर दिया गया है। निर्यात बढ़ाने में इस उद्योग की सहायता करने के लिए कदम उठाए जा रहे हैं।

सरकार ने देश में इमारती लकड़ी के साधनों का विकास करने के लिए भी कदम उठाए हैं। हाल ही में लट्टा प्रशिक्षण केन्द्रों की स्थापना तथा राष्ट्र संघ की शिष्ट निधि तथा खाद्य और कृषि संगठन की सहायता से धन लगाने से पूर्व देश के वन-साधनों का सर्वेक्षण करने के लिए भी उपाय किए गए हैं।

#### मुरादाबाद में घरेलू बर्तन उद्योग का विकास

252. श्री श्री० प्र० त्यागी: क्या वारिण्ज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बर्तन उद्योग को प्रोत्साहन देने तथा उसका विकास करने के लिये सरकार ने मुरादाबाद शहर में कोई प्रदर्शन कक्ष हस्तकला (डिजाइन गैलरी) स्थापित किया है;

(ख) यदि हां, तो सरकार प्रत्येक शीर्षक के अन्तर्गत प्रति मास कितना खर्च वहन करती है;

(ग) इस उद्देश्य की कहां तक पूर्ति हुई है; और

(घ) क्या यह सच है कि इस प्रदर्शन कक्ष में काम-काज के घंटे 4 बजे (मध्याह्नोपरास्त) के लेकर 8 बजे (म० प०) तक है और इसके कर्मचारी प्रादेशिक भाषा नहीं, अपितु केवल अंग्रेजी में ही बातें करते हैं जिसके परिणामस्वरूप ग्राम शिल्पकार को वहां जाने की हिम्मत नहीं पड़ती ?

वारिण्ज्य मंत्रालय में उर-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) केन्द्रीय सरकार मुरादाबाद शहर में बर्तन उद्योग

को प्रोत्साहन देने हेतु किसी प्रदर्शन कक्ष (हस्तकला डिजाइन गैलरी) की स्थापना नहीं की है। उत्तर प्रदेश सरकार से जानकारी एकत्र की जा रही है कि क्या उन्होंने इस प्रकार का कोई केन्द्र खोला है।

(ख) से (घ). यदि उत्तर प्रदेश सरकार ने प्रदर्शन कक्ष अथवा हस्तकला डिजाइन गैलरी खोली हो तो (ख), (ग) तथा (घ) के सम्बन्ध में जानकारी सभा-पटल पर रख दी जायेगी।

#### विदेशों में भारतीय बिक्री केन्द्र

253. श्री श्री० प्र० त्यागी: क्या वारिण्ज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने विदेशी व्यापारियों के सहयोग से विदेशों में भारतीय वस्तुएं बेचने के लिए विक्रय केन्द्र स्थापित करने का निश्चय किया है;

(ख) यदि हां, तो भारत में किन-किन देशों में ऐसे विक्रय केन्द्र खोलने का विचार है; और

(ग) विदेशों में अब तक कितने विक्रय केन्द्र खोले गये हैं तथा उन्हें कितनी सफलता मिली है ?

वारिण्ज्य मंत्रालय में उर-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) जी, नहीं।

(ख) और (ग). प्रश्न नहीं उठते।

#### "Lillooah shop special" train

254. SHRI DEVEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that he travelled from Asansol to Howrah in a special train known as the "Lillooah Shop Special" in January, 1968;

(b) whether it is also a fact that the special train was composed of carriages collected from various dis-

tant places long before the actual date of journey; and

(c) the total cost incurred on this train?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** (a) and (b). Yes. On the Eastern Railway, coaches required to be sent for periodical overhaul at the Railway Workshop, Lilluah, are collected at various points, such as Asansol, Danapur, etc. and moved to Lilluah as a full train from time to time. The inspection carriage of the Minister for Railways was attached to this "Lilluah Shop Special" that was run on 5-1-1968.

(c) No extra expenditure was incurred for this journey of the Minister as the Shop Special was run in the normal course.

**डालमिया पुर के सीमेंट कारखाने**

255. श्री हुसम चन्द कल्लावः क्या औद्योगिक विभाग तथा सवधान-कार्य मंत्री 8 दिसम्बर, 1967 के तारान्वित प्रश्न संख्या 547 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उड़ीसा, मद्रास और हरयाना में डालमिया ग्रुप ने सीमेंट के कारखाने किन किन तारीखों को स्थापित किये थे;

(ख) इनमें से प्रत्येक कारखाने पर कितनी पूंजी लगाई गई है; और

(ग) इनमें से प्रत्येक कारखाने में कितने सीमेंट का उत्पादन हुआ है ?

**औद्योगिक विभाग तथा सवधान-कार्य मंत्री (श्री फलकूबीन अली अहमद) :**

(क) सीमेंट कारखानों को स्थापना निम्नलिखित तारीखों को हुई थी:—

	उड़ीसा सीमेंट लि० राजगंगपुर उड़ीसा	डालमिया सीमेंट (भारत) लि० डालमिया पुरम मद्रास	डालमिया दादरी सीमेंट लि० चरखी दादरी (हरियाणा)
पहला संयन्त्र	1951	1939	1939
दूसरा संयन्त्र	1957	1949	1958
तीसरा संयन्त्र	..	1959	..

(ख) इनमें से प्रत्येक कारखाने में लगाई गई पूंजी निम्नलिखित है:

कारखाने का नाम	प्रदत्त पूंजी	वास्तविक मूल्य	कुछ वास्तविक अस्तित्वां (हानि, यदि कोई है, को निकाश कर)
	1965-66	1965-66	1965-66
<b>आंकड़े हजार रुपयों में</b>			
उड़ीसा सीमेंट लि०	265,00	265,00	437,49 483,80 634,63 671,90
डालमिया सीमेंट भारत लि०	252,57	262,57	452,14 526,55 902,39 881,98
डालमिया दादरी सीमेंट लि०	24,07	—	94,91 — 196,12

(ग) जानकारी इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

### Sick Textile Mills

256. SHRI R. BARUA: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 1887 dated the 24th November, 1967 and state:

(a) whether the Committee to look into the affairs of the sick textile mills; has since been constituted;

(b) if so, the progress so far made by the Committee; and

(c) whether Government have taken a final decision about the taking over of some mismanaged or closed textile mills in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). No. Sir. The Textile Corporation proposed to be set up will be asked to study the problems of the textile industry.

(c) Government have been *inter alia* taking over mismanaged or closed mills under the provisions of the Industries (Development & Regulation) Act. The future of such mills will be considered in terms of the provisions of the Cotton Textile Companies (Management of Undertakings and Liquidation or Reconstruction) Act, 1967.

कांग्रेस के हैदराबाद अधिवेशन के दौरान आन्ध्र प्रदेश को आर्बित अम्बैसेडरकारों की बिचो

256-क. श्री मधु लिखते : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आन्ध्र प्रदेश को अम्बैसेडर कारों का जो कोटा मिला था, उन सभी गाड़ियों का इस्तेमाल कांग्रेस के हैदराबाद अधिवेशन में किया गया था;

(ख) क्या इन्हीं कारों को नई गाड़ियों रूप में ग्राहकों को बेचा जायेगा ;

(ग) क्या यह काम हिन्दुस्तान मोटर्स कम्पनी की सम्मति से केन्द्र राज्य सरकारों की जानकारी में किया गया था; और

(घ) यदि हां, तो ग्राहकों के हितों की रक्षा करने के लिए सरकार क्या कार्यवाही कर रही है ?

श्री. औद्योगिक विकास तथा समवाय कार्य मंत्री (श्री कलबहदीन खली अहमद) : (क) से (घ). इस विषय में केन्द्रीय सरकार तथा मेसर्स हिन्दुस्तान मोटर्स को कोई भी जानकारी नहीं है। राज्य सरकार से कहा गया है कि इस विषय में उसके पास जो भी जानकारी हो भेज दें और उसके उत्तर की प्रतीक्षा है। राज्य सरकार से जो भी जानकारी प्राप्त होगी वह सभा-पटल पर रख दी जायेगी।

12 hrs.

### RE. DEATH OF SHRI DEEN DAYAL UPADHYAYA

SHRI M. L. SONDHI (New Delhi): Mr. Speaker, Sir, yesterday, we all joined and paid tributes to Shri Deen Dayal Upadhyaya. The All India Radio has been giving very misleading reports, suggesting that it is an accident and saying that a currency note of Rs. 5 was thrust into the hand of Shri Deen Dayal Upadhyaya. We are very much agitated over this. There should be some decency. A thorough probe is necessary. There may be an international hand behind it. The Interpol should be contacted....

MR. SPEAKER: Order, order. If some mistake has been committed, it should be brought to the notice of the Minister concerned or the Prime Minister.

श्री मधु लिखते (मुंगेर) : अध्यक्ष महोदय, माफ कीजियेगा, वह यह कह रहे हैं कि कल मांग की गई जांव की उस के बारे में प्रधान मंत्री क्या कर रहे हैं यह बतलायें और कुछ वह नहीं कर रहे हैं।

MR. SPEAKER: I have understood him without his further explanation.