

- Selective development of domestic sources of supply of items that would be promoted in selected markets.
- Use of strategies like project exports, counter trade to gain access for Indian products to new export markets.
- Creation of an organisational culture within the Corporated oriented towards exports of non-canalised items.
- Extensive training of Human resources in export marketing management and related areas.

As a result of the above steps, MMTC has projected that exports of non-canalised items would increase from Rs. 352 crores in 1988-89 to Rs. 427 crores in 1989-90.

Approach Regarding Direct Foreign Investment

668. SHRI LAKSHMAN MALLICK: Will the Minister of FINANCE be pleased to state:

(a) whether different economic Ministries as also the Planning Commission have been sending conflicting signals to the foreign investors on direct foreign investment;

(b) whether there has been some change in the perception about the efficacy of foreign direct investment since the investors were not showing interest in entering priority areas including the export oriented ones; and

(c) if so, the details in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI): (a) to (c). The basic frame work of our investment policy is laid down in

various documents including the Industrial Policy Resolution. Although it is not an open door policy, it has a substantial degree of flexibility. It permits technical as well as financial collaborations over a wide range of industrial activities. It is the intention of the Government to promote more direct foreign investment within the broad framework of this policy.

Nangal Dam-Talwara Railway Line

669. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the latest progress (as on 30.6.89) regarding the acquisition of land for Nangal Dam-Talwara Railway line, in Himachal Pradesh, beyond Una upto Amb;

(b) the likely date by which the line would be completed upto Una and opened to goods and passenger traffic, upto each station; and

(c) whether any priority would be given to the construction of this line in view of the fact that the foundation stone for the line was laid on 22nd December, 1974 and as such there is already considerable delay in its construction?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The Railway has demarcated the land for a distance of 10 km beyond Una towards Amb, jointly with the State Revenue Authorities, but the land has not so far been handed over by the State Govt.

(b) and (c). The Railway line upto Una is expected to be completed during the 3rd quarter of 1989-90. The construction of railway line upto Amb and beyond upto Talwara will depend upon the handing over of the land by the State Govt. The due priority is

being given to this project, within the overall constraints of funds allocated by the Planning Commission for the Plan head 'New Lines'.

Dieselisation of Trains in North-Western States

670. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names of mail/express trains run by the Northern Railway and emanating from or passing through Delhi/New Delhi to various parts of the North Western States-Punjab, Himachal Pradesh, Jammu & Kashmir, Chandigarh and Haryana which have been dieselised since July, 1989; and

(b) the names of such among them which have still to be dieselised and the likely date by which they would be dieselised and the reasons for delay?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) A statement is given below.

(b) 99/100 Haryana Express (M.G.) between Delhi and Hissar is still on steam traction. This train could not be dieselised due to limited availability of diesel locomotives after meeting freight requirements.

STATEMENT

(a) The following trains have been dieselised:-

- (i) A new train No. 405/406 between New Delhi and Ludhiana introduced with effect from 1-10-1987.
- (ii) 59/60 Amritsar-New Delhi Express introduced with effect

from 1-5-1989.

- (iii) 987/988 Jammu Tawi-Gorakhpur tri-weekly Express introduced from May, 1989.
- (iv) 997/998 Jammu Tawi-Hapa weekly Express introduced from May, 1989.
- (v) 53/54 Himachal Express between Delhi and Nangal Daman existing train dieselised with effect from 1-5-1989.
- (vi) Another train No. 83/84 Ganga-Yamuna Express already dieselised has been extended upto Bhiwani with effect from 1-5-1989.

Railway Link between Kurali and Chandigarh

671. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal for survey to link Kurali Railway station on Nangal-Sirhind Section with Chandigarh has been received by Government;

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

(c) if no action has been taken so far, the likely date by which the survey would be undertaken?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) and (c). As per Survey done in the past for new BG line between Ludhiana-Chandigarh via Morinda, a station just South of Kurali, the project was found to be unremunerative. On operational grounds also,