

Import of Ferro-silicon and Ferro-chrome

6490. DR. B. V. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Government have decided to import ferro-silicon and ferro-chrome this year on a priority basis to meet the immediate requirements of the steel plants;

(b) if so, whether the request for the import of these alloys was made by the Steel Authority of India;

(c) if so, whether Government have agreed to their request;

(d) the total quantity of the above, proposed to be imported; and

(e) from which country and on what condition?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): (a) to (d) SAIL had requested the Government for approval for import of 12000 tonnes of ferro-silicon and 2370 tonnes of different grades of ferro-chrome during 1979-80. The Government allowed SAIL to import 6000 tonnes of ferro-silicon as a first instalment. Another quantity of 6000 tonnes of ferro-chrome has been in accordance for import during 1980-81 thus making a total of 12000 tonnes of ferro-silicon to be imported during 1979-80 and 1980-81.

(e) SAIL had placed orders after inviting global tenders for import of the first lot of 6000 tonnes of ferro-silicon on the following countries:—

- | | | |
|-----------|------|--------|
| (i) 3000 | ... | U.K. |
| (ii) 3000 | | U.S.A. |

Since the quantity of 900 tonnes of ferro-silicon of the above quantity were not supplied in time, SAIL have placed orders of this quantity of ferro-silicon, along with the second lot of 6000 tonnes, on Norway.

In respect of ferro-chrome, after inviting global tenders, orders were placed by SAIL as under:—

Type	Quantity	Country
LC Ferro-Chrome	860 tonnes	U.K.
ELC Ferro-Chrome	200 tonnes	U.S.A.
Fe-Cr-Silicon	270 tonnes	U.S.A.

The import of both ferro-silicon and ferro-chrome has been in accordance with the normal conditions and procedures followed by SAIL for such transactions.

Air link of Coimbatore with Madurai and Trichy

6491. SHRI ERA MOHAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to connect Coimbatore with Madurai and Trichy by air; and

(b) if not, will Government take necessary steps to connect Coimbatore with Madurai and Trichy by Air as early as possible in view of the necessity of this route?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) No, Sir.

(b) Due to constraints on its turbo-prop fleet and consideration of economies of operations, Indian Airlines is not in a position to consider addition of this route to its existing network.

Construction of Janta Hotel at Coimbatore

6492. SHRI ERA MOHAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to construct a Janata Hotel at Coimbatore to help the tourists; and

(b) if not, whether in view of the heavy influx of tourists, steps are proposed to be taken to construct one at Coimbatore, the industrial city of Tamil Nadu and also in other cities like Madurai and Trichy?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM

AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) and (b) The question of constructing any more Yatri Niwases (Janata Hotels) would be considered only after watching the operational results for 2-3 years after commissioning of the Delhi Ashok Yatri Niwas which is a pilot project.

Fall in the production of Mill Cloth in Organised Sector

6493. SHRI R. K. MHALGI: Will the Minister of **COMMERCE** be pleased to state:

(a) whether the share of mill cloth produced in organised sector to total cloth produced in the country is continuously falling;

(b) the figures of cotton cloth produced by mills during the preceding three years;

(c) whether the profitability of the textile industry is comparably lower than other industries; and

(d) whether the central excise duty collected on cloth and yarn in 1978-79 was about Rs. 200.07 crores which was 100 per cent more than the duty collected in 1970-71?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): (a) Yes, Sir. The percentage share of mill sector production of all cloth to total production of cloth has come down from 74.21 in 1951 to 39.07 in 1979.

(b) The production of cotton cloth by the mill sector during the last three years is as under:—

1977—3,223 million metres.
1978—3,251 million metres.
1979—3,206 million metres.

(c) The figures of profitability of the cotton textile industry as compared to other industries are available from the year 1970-71 to 1975-76. It is seen therefrom that profitability of cotton textile industry is generally lower as compared to other industries except in the year 1973-74 when it was slightly more as compared to other industries.

(d) The excise revenue collected on cotton yarn and cotton fabrics was Rs. 191.23 crores in 1978-79 as against Rs. 94.73 crores in 1971-72. The percentage of increase in the excise revenue for cotton yarn and fabrics in 1978-79 over 1971-72 works out to 101.87 per cent. In addition to basic excise duty, the cotton fabrics are also subjected to additional excise duty in lieu of sale tax. Since the details of revenue collection in respect of additional duty in lieu of sale tax are not available, the above figures do not include the revenue collected from the additional duty.

Essential Commodities allotted to Maharashtra

6494. SHRI R. K. MHALGI: Will the Minister of **CIVIL SUPPLIES** be pleased to lay a statement showing:

(a) how many metric tonnes/litres of (1) cement (2) coal (3) sugar (4) diesel (5) kerosene (6) rice and (7) wheat were allotted to Maharashtra during January to June, 1980 as against the corresponding months of 1979;

(b) the actual requirements of Maharashtra for these essential commodities; and

(c) what steps/measures were taken to meet the shortfall?

THE MINISTER OF CIVIL SUPPLIES (SHRI V. C. SHUKLA): (a) and (b) A statement is annexed.

(c) The shortfall is in respect of wheat (for the period from March to June, 1980) and soft coke. The allotment of wheat was reduced from 90,000 tonnes to 75,000 tonnes per month as the off-take of wheat for public distribution was reported to be less than the allotment being made. The shortfall in the case of soft coke is due to non-availability of Railway Wagons for movement and the Ministry of Railways have been requested to make wagons available for movement of soft coke to Maharashtra.