

appointment at all; and

(c) if so, reasons therefor and the steps taken to streamline the procedure?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c). The information for the last three years ending 1989-90 is being collected from the Zonal Railways and will be laid on the Table of the Sabha.

Orders for Heavy Engineering Corporation, Ranchi

4189. SHRI R.L.P. VERMA: Will the Minister of INDUSTRY be pleased to state:

(a) whether the machinery required for the plants and factories to be established/ established in the country are not procured from the Heavy Engineering Corporation, Ranchi but are imported from foreign countries;

(b) if so, the reasons therefor;

(c) the names of companies which imported such engineering goods machinery etc. from foreign countries during 1980-90; and

(d) whether with a view to keep H.E.C. working, Government propose to set up an agency comprising of experts to review the purchase orders and to issue the necessary certificate certifying that the required items of goods are not being manufactured by the H.E.C.?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Import of machinery is permitted taking into account various factors such as the prevailing import policy, the availability of indigenous goods, bilateral or other credit arrangements and range of production of Heavy Engineering Corporation etc.

(c) Company-wise statistics of import is not being maintained by the Government of India. The effort and time spent in collection of the data relating to import of engineering goods and machinery which are within the range of Heavy Engineering Corporation Limited, Ranchi during 1980-90, would not be commensurate with the results likely to be achieved.

(d) No, Sir.

[English]

Conversion of Arasikere-Mysore Railway Line

4190. SHRI H.C. SRIKANTIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted to convert Arasikere-Mysore railway line into broad gauge;

(b) if so, the estimated cost of this project; and

(c) when it is likely to be taken up and completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c). In 1984, a survey for conversion of Miraj-Bangalore and other connected metre gauge branch lines (including Arasikere-Mysore) into Broad Gauge was carried out. The length of Arasikere-Mysore section is 166 km and the proportionate cost of conversion of the section was about Rs. 50 crores at that time. The entire project was not found to be financially viable and hence not taken up for conversion. The present day cost of the conversion is expected to be Rs. 135 crores.