

sector out of the import licence granted to them in 1977 and if the licence was not utilised whether it is not breach of commitment with Government; and

(c) whether Government have a policy to check such activities of private traders and of Government Department in order to remove this unprecedented and serious edible oil crisis and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) No. Sir.

(b) The import by private sector was about Rs. 282 crores (through Bombay Port which is the main port of entry). The import licence enables the licensee to make imports and it is not obligatory on the part of licensee to utilise it.

(c) Government had taken steps with a view to streamlining the policy for issue of licences for edible oils. Details are given in the statement which has been laid on the Table of the House. It is because of the measures announced by the Government that the oil imports improved in the latter half of the year.

Statement

(1) All licences which had already been granted and against which no firm commitments by way of opening of irrevocable letters of credit or any other irrevocable commitment to import the goods were made within three months from the date of issue of such licences, were made invalid for importation.

(2) Licences for edible oils and oil seeds were subsequently granted only on the basis of firm commitments entered into by the applicants with the overseas suppliers.

(3) The value of licences, the items to be imported and the validity period of licences were in terms of the firm contracts entered into by the applicant with the overseas suppliers.

(4) Licensees were required to submit a report to the licensing authorities concerned as soon as the imports had been effected.

(5) Inability to effect import on the basis of licences issued for reasons beyond the control of the licensee was required to be reported to the licensing authorities concerned within 10 days from the date on which the licensee has failed to effect imports as per the original contract.

Individual Life Insurance Business of L.I.C.

*918. SHRI NARENDRA SINH: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the individual Life Insurance business of the L.I.C. has shown a shortfall during the first six months of financial year 1977-78; and

(b) if so, the details thereof?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) Yes, Sir.

(b) The new business in India under individual assurances during the first six months of the financial years 1977-78 and 1976-77 was as under:

(In crores of rupees)			
During 1-4-77 to 30-9-77		During 1-4-76 to 30-9-76	
Sum proposed	Sum proposed	Sum proposed	Sum proposed
768.5	630.9	826.1	673.3

Direct Exports by Rail

*919. SHRI DALPAT SINGH PARASTE:

SHRI D. G. GAWAI: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether it is a fact that the Government are considering to have direct exports by rail;

(b) whether in this regard a committee has been set up;

(c) if so, when the same is likely to start functioning;

(d) the names of countries where the exports can be made by rail; and

(e) whether it will be costly or cheaper?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) to (e). Presumably the Hon'ble Members are referring to a Standing Committee on Promotion of Exports by Rail (SCOPE-RAIL) recently set up by the Ministry of Commerce to discuss various problems relating to the movement of export cargo by Rail transport. According to its terms of reference SCOPE-RAIL is required to examine the adequacy and regularity of rail services for export traffic, adequacy of handling and warehousing facilities, adequate and timely supply of wagons and containers, introduction of promotional Rail freight rates, augmentation of Rail transport facilities for direct exports to Pakistan, Bangladesh and Nepal, introduction and facilitation of multi-model movement of containers etc.

SCOPE-RAIL in its first session held on 20th March, 1978 at New Delhi, had discussed in depth various appropriate measures for promotion of exports by Rail to adjacent countries. However, it is not possible to generalise on the issue as to whether exports by Rail will be costlier or cheaper than by other modes. In fact, the cost of transportation depends upon the commodities transported, load of traffic and various other factors.

भारत पर्यटन विकास निगम के दैनिक मजूरी वाले कर्मचारियों का नियमित किया जाना

*920. श्री शिव नारायण सरसूनिया: क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत पर्यटन विकास निगम के सभी होटलों में होटलवार, तदर्थ आधार पर दैनिक मजूरी पर काम करने वाले कर्मचारियों की ग्रेडवार संख्या कितनी है और उन में अनुसूचित जातियों और अनुसूचित जनजातियों के कर्मचारियों की कुल संख्या कितनी है और वे वहां पर कब से काम कर रहे हैं; और

(ख) उन को नियमित करने के लिये क्या कार्यवाही की जा रही है?

पर्यटन और नागर विमानन मंत्री (श्री पुरुषोत्तम कौशिक) : (क) इस समय उपलब्ध सूचना के आधार पर भारत पर्यटन विकास निगम के विभिन्न होटलों में दैनिक मजूरी पर कार्य करने वाले लगभग 392 कर्मचारी हैं। उन में से 139 अनुसूचित जाति के हैं तथा 9 अनुसूचित जनजाति के। उनकी ग्रेडवार तथा होटलवार संख्या के बारे में सूचना एकत्रित की जा रही है और सभा-पटल पर रख दी जायेगी।

(ख) दैनिक मजूरी वाले कर्मचारियों को स्टाफ की जहूरत और पदों की उपलब्धता के आधार पर नियमित करने का प्रश्न भारत पर्यटनविकास निगम के प्रबन्धक वर्ग के विचाराधीन है।

Posting of S.A.S. passed Accountants/ Section Officers of Office of C. & A.G.

*921. SHRI BAIKAGI JENA: Will the Minister of FINANCE be pleased to state:

(a) what are the prescribed qualifications and other prerequisites for posting of SAS passed Accountants/Section Officers of the Office of the C.&A.G. on deputation to different Audit Offices abroad; and

(b) was there any instance in the past that an officer was posted on deputation to a foreign country without fulfilling the prescribed norms?