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			South Eastern Railways, Officer on Special Duty (Project) Madras, General Manager/South Central Railway, Member Staff, Railway Board and Chairman Railway Board.
	(4) Shri G.P. Warriar	B.E.	5-8-78 As in item (2).
IRCON	Shi G.P. Warrir	BE	2-6-76 As in item (2)
	Shri K.S. Rajan	AMI. Mech.(E) London	1-9-77 As in item (3).
	Shri G, P. Warriar	B.E.	5-8-78 As in item (2).

Downward trend in freight traffic

4077. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) what corrective steps Government have taken to check the downward trend in freight traffic in the Indian Railways; and

(b) what are the major items of goods and services under the freight traffic from which the Indian Railways generally get their major revenue earnings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The downward trend in loading of freight traffic on the Indian Railways has been due to various factors, such as heavy rains, unprecedented floods and breaches, flooding of collieries, less offering of programmed traffic, prolonged strike in Bombay Port Trust railway followed by strike in all ports, public agitations like Marathwada agitation, Assam Bandhs, anti-reservationists agitation in Bihar etc., which were all beyond the control of the Railways. Every effort is being made to step up loading to the maximum extent possible under these

circumstances by various measures—some of which are enumerated below:—

- (i) close liaison with the Food Corporation of India, Fertilizer Corporation of India, Minerals and Metals Trading Corporation of India Limited, Ministry of Energy etc., for ensuring quick loading and quick releases of wagons with a view to avoid wastage of wagons and improving their turn-round;
- (ii) close watch on the running of Super Express Goods trains at various levels to improve their running for improving the availability of wagons;
- (iii) maintaining close liaison with Shipping Ministry to ensure better loading from ports like Calcutta, Bombay and Madras where there is generally good availability of wagons but loading had dropped due to port problems;
- (iv) exempting 25 selected high profit yielding commodities from the purview of normal operating restrictions;
- (v) a special watch of the loading of all 80 high profit yielding

commodities, which has resulted in 13 per cent more loading during the first six months of this year compared to the corresponding period of previous year;

(vi) special efforts have resulted in increased loading under freight forwarder scheme designed to convert 'smalls' traffic into full wagon load traffic which is more economical and which provides door-to-door service. About 14 per cent more wagons were loaded under the scheme during six months of the current year as compared to the corresponding period during the last year;

(vii) special rates are being quoted from time to time to attract more of high yielding traffic from road.

(b) Major items under the freight traffic from which the Indian Railways generally get their major revenue earnings are listed below in order of priority of their contribution to the railway revenue primarily on account of their bulk movement:

1. Coal
2. Iron & steel
3. Foodgrains
4. Mineral oils
5. Cement
6. Iron ore
7. Chemical manures
8. Limestone & dolomite
9. Salt
10. Wood unwrought
11. Sugar
12. Stone (other than marble)
13. Paper
14. Oil seeds; and
15. Fodder—oil cake.

These 15 commodities account for about 80 per cent of the freight earnings of Indian Railways

Issue of C.O.B. Licences to M/s. Ciba Geigy and Sandoz

4078. SHRI P. K. DEO: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) names of products, composition, production etc. on the basis of which C.O.B. licences were granted to M/s. Ciba Geigy and Sandoz;

(b) what were the conditions on the basis of which these C.O.B. licences were granted and whether any violations of these conditions have come to the notice of Government, if so, details thereof; and

(c) on what basis, released of canalised raw materials to these companies for items included in C.O.B. have grown year after year; release of canalised raw materials made to these two companies during three years, full details may be given?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) M/s. Ciba-Geigy and M/s Sandoz were granted COB Licences in terms of Government of India Notification dated 18-7-1970 to continue the manufacture of such items as were already being produced by them or for the production of which effective steps had been taken by them under the 'Liberalisation of Licensing Policy' announced by Government in October, 1966.

Details of items and capacities approved thereof covered by COB Licences granted to these firms are indicated in the statement.

(b) COB Licences to these firms were granted subject to the condition that they would not exceed the productive capacity of the items covered therein. The question whether these parties have manufactured in excess of their licensed capacities would be looked into while consolidating their licences etc., in terms of the New Drug Policy.