

(g) and (h). The Government of Madhya Pradesh have received complaints to the effect that the rates charged are high. The State Government have however not been able to reduce the rates as the charges they themselves have to pay to the Central Tractor Organisation do not permit of such reduction. The Central Tractor Organisation, in their turn, are not in a position to reduce their rate of recovery from the State Government because they work on a 'No profit no loss' basis and the entire expenditure incurred has to be recovered.

DHARASU-GANGOTRI ROAD

523. Shrimati Kamlendu Mati Shah: Will the Minister of Transport be pleased to state:

(a) whether Government are aware of the routes leading to Tibet via Gangotri and Badrinath in U.P.;

(b) whether Government are contemplating to construct the Road from Dharasu to Gangotri under the National Highway Schemes; and

(c) whether Government are aware that there is also possibility of a route to Tibet near a place called Khatling in Tehri Garhwal, U.P. which was said to be a trade route some years back?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) No, Sir.

(c) An alternative route to Tibet from Tehri via Khatling may be possible but the development of these routes is the concern of the Government of Uttar Pradesh.

"ASIAN REGIONAL CONFERENCE

524. Shri Raghunath Singh: (a) Will the Minister of Labour be pleased to state whether Asian Regional Conference is going to be held at Tokyo from the 14th to 26th September, 1953?

(b) If so, do Government propose to send any representative to the said conference?

(c) Will the question of Indian shipping labourers be discussed there?

The Minister of Labour (Shri V. V. Giri): (a) Yes.

(b) Yes.

(c) The agenda of the Conference be as follows:—

1. Problems of wage policy in Asian countries;
2. Workers' housing problems in Asian countries; and
3. Measures for the protection of Young Workers in Asian countries including vocational guidance and training.

WAGONS REQUIRED BY COLLIERIES

525. Shri T. K. Chaudhuri: Will the Minister of Railways be pleased to state whether Government will lay on the Table of the House a statement showing:

(i) the daily average of the number of wagons indented by collieries, year by year, from 1947 onwards up to 1952 and for the first half of 1953,

(ii) the daily average of the number of wagons required by the collieries as per the programme of coal despatches sanctioned by the office of the Coal Commissioners, year by year, for the same period, and

(iii) the daily average of the number of wagons actually supplied to the collieries for coal despatching, year by year, for the same period showing the figures firstly with regard to India as a whole and secondly with regard to (1) coalfields in Bengal and Bihar, (2) C.P. coalfields and (3) C. I. coalfields?

The Deputy Minister of Railways and Transport (Shri Alagesan): Parts (i) to (iii). A statement giving the information available regarding wagon indents by collieries, allocations by