

**Cut in the Manganese ore Import by Japan**

3953. SHRI B. V. DESAI: Will the Minister of COMMERCE be pleased to state:

(a) whether Japan has decided to reduce its off-take of manganese ore from India during the current year;

(b) if so, whether the extent of cut in the manganese ore import by Japan has been communicated to India so far;

(c) If so, to what extent the cut will be;

(d) whether any delegation in this regard had visited Japan during the month of June 1981; and

(e) whether Japan has agreed to reconsider its earlier decision?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KHURSHEED ALAM KHAN):

(a) No, Sir.

(b), (c) and (e). Do not arise.

(d) A MMTC delegation visited Japan in June 1981 to finalise contracts for export of manganese ore to that country during the year 1981-82.

**..Slippage in Rourkela Steel Plant**

3954. SHRI B. V. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the steel project of the Rourkela Steel Plant has become a victim of heavy slippages on the part of a host of agencies entrusted with various aspects of the job;

(b) if so, what are the main reasons for the same and who are responsible for this; and

(c) whether it is also a fact that a share of the blame also lies with the Industry Ministry itself for it has taken unduly long to clear certain important proposals as a result of

which there has been abnormal delays in the finalisation of the drawings?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): (a) Presumably, the Hon'ble Member is referring to the Silicon Steel Project under construction at the Rourkela Steel Plant. It is true that the slippages on the part of the various agencies have contributed to delay in the completion of the project.

(b) The main reasons for slippages are delays in equipment supply by some of the public sector undertakings delay in the structural work by fabricators; delay in supply of certified data affecting civil works and inadequate resource mobilisation by some agencies responsible for construction.

(c) Time was taken in ensuring that imports were resorted to only in cases where no indigenous sources were available. Letters of credit could be opened only after getting such indigenous clearance. To this extent, the availability of data for drawings for foreign suppliers was also delayed.

**Kudremukh Iron ore product for Romanian Bid**

3955. SHRI B. V. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the Kudremukh Iron Ore product has opted for Rumanian bid to collaborate in the setting up of its Rs. 120 crores pelletisation plant with a three-million ton capacity at Mangalore

(b) if so, whether any agreement in this regard has been signed;

(c) how many countries had offered for collaboration;

(d) what were the factors responsible for accepting the Rumanian offer; and

(e) when the production is likely to start?

**THE MINISTER OF COMMERCE AND STEEL AND MINES** (SHRI PRANAB MUKHERJEE):

(a) and (b). Based on an evaluation of the offers received in response to limited global tender enquiries and negotiations held with the parties, the Kudremukh Iron Ore Co. Ltd. has reached an agreement subject to approval of the respective Governments, with M/s. Uzin export import of Romania for setting up a 3 million tonne iron ore pelletisation plant at Mangalore. The sanctioned cost of this project is Rs. 87.05 crores. The proposal is now under consideration of the Government of India.

(c) Five firms from Canada, West Germany, USA, Austria and Romania had submitted bids for the Pellet Plant.

(d) Apart from being the lowest technically acceptable offer the Romanian bid provided for the purchase of Kudremukh iron ore concentrate to the full value of the work awarded to the Romanian Organisation.

(e) The pellet plant is expected to go into production by the 3rd quarter of 1984.

**Air connection between Rajkot and Delhi via Ahmedabad or Udaipur**

3956. SHRI DIGVIJAY SINH: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) is it a fact that the 6 Indian Airlines airports of Saurashtra and Kutch are only ones from where if one wishes to fly to Delhi, one has to first fly in the opposite direction to Bombay;

(b) if so, what is being done to connect at least one of these airport preferably Rajkot, which is the most Central and most important to Delhi; and

(c) whether this connection will take place via Ahmedabad or Udaipur?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA):** (a) Yes, Sir.

(b) and (c). Indian Airlines had plans to operate air service with HS-748 aircraft between Rajkot and Ahmedabad giving connections to and from Rajasthan and Delhi. However, due to capacity constraints, Indian Airlines has no plans to operate this service at present.

**System for reservation of VIPs Quotas**

3958. SHRI DAULATSINHJI JADEJA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the passengers travelling by IA have always found it difficult to get a confirmed seat in spite of aircraft going half empty;

(b) if so, what are the reasons; and

(c) what is the system regarding reservation and VIPs quotas being reserved?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA):** (a) No, Sir.

(b) Does not arise.

(c) Reservation in Indian Airlines is done on "first come first served" basis and there is no VIP quota.

**World Bank Loan for Orissa**

3959. SHRI HARIHAR SOREN: Will the Minister of FINANCE be pleased to state:

(a) the total amount of World Bank loan released by India in 1980-81;

(b) the total amount of such world bank loan invested during that period in various States;

(c) whether any amount of loan given by the World Bank has been provided to Orissa;