

research and development of non-living resources including survey and exploration of minerals on the seabed. Geological Survey of India also intends to use that facility. The National Institute of Oceanography has collected some manganese nodules from the Indian Ocean, beyond the exclusive economic zone.

The Geological Survey of India has so far located the occurrences of ilmenite and calcareous sands in the shallow off-shore areas of the Arabian Sea and Phosohate nodules in the off-shore area of the Andaman-Nicobar island, off the Bay of Bengal. The Oil & Natural Gas Commission is engaged in the exploration and exploitation of Hydrocarbons from Seabed area. It is however too premature at this stage to come to any positive conclusions regarding the availability of various metals, minerals and other natural resources under the Arabian Sea and the Bay of Bengal.

Non-Compliance of FERA by Foreign Companies

969. SHRI RAM SWARUP RAM: Will the Minister of FINANCE be pleased to state:

(a) how many foreign companies have not complied with the FERA, 1973;

(b) details of such cases; and

(c) what penal action Government have taken or propose to take against such companies?

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): (a) to (c) Attention of the Hon'ble Member is invited to the details supplied in reply to Lok Sabha Unstarred Question No. 4921 dated 18-9-1981. Statement II attached in reply to the earlier Question supplies the names of all the companies which are yet to comply with the FERA directive and the stage at which the matter stands.

Loss Suffered by Cotton Corporation of India

970. DR. VASANT KUMAR PANDIT: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Cotton Corporation of India is in loss since 1977-78; if so, the figures of loss for the last four years;

(b) whether it is a fact that the loss figures for 1979-80 were 'at first' manipulated to show a loss of only Rs. 5.4 crore which during audit were corrected to show a loss of Rs. 13.65 crore;

(c) whether the All India Cotton Corporation Employees Council has levelled serious allegations of corruption, malpractices, nepotism, favouritism and mismanagement; and

(d) if so, has any inquiry been made; if so, the result thereof, if not, the reasons therefor?

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

(a) Yes Sir. The Cotton Corporation of India had suffered losses during 1977-78, 1978-79 and 1979-80, but made profit during 1980-81. The figures for the last four years are as given below:—

1977-78	Loss Rs. 5.35 crores.
1978-79	Loss Rs. 6.96 crores.
1979-80	Loss Rs. 13.65 crores.
1980-81	Profit Rs. 1.00 crore (Provisional)

(b) The Annual figures for profit or loss for an Accounting year of the Corporation is arrived at on the basis of the final report of its auditors. For the year 1979-80, the audited loss is reported at Rs. 13.65 crores.

(c) and (d) Yes, Sir. On receipt of a letter in this regard from the Presi-

dent of the Council, inquiry wherever necessary has already been directed and action as warranted by the results of the enquiry will be taken.

Export of Iron-Ore to Japan

971. SHRI HARINATH MISRA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Japan had agreed to take 8.7 million tonnes of iron ore in 1980-81, but less than 7.4 million tonnes could be shipped;

(b) if so, the main reasons for the poor performance in the year 1980-81; and

(c) the remedial measures that have been taken or are proposed to be taken to remove the various bottlenecks in the way of our country to fulfill its iron-ore export targets?

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

(a) Yes, Sir.

(b) Exports to Japan during April-August, 1980 were adversely affected due to infrastructural constraints. Further, during second half of financial year 1980-81, the Japanese Steel Mills did not lift the agreed tonnage because of recession in the steel industry.

(c) Constant liaison is being maintained by MMTC with Port Authorities and Railways for smooth operations relating to movement and loading of iron ore from various ports. Efforts are also being made to diversify the export markets.

Replacement of Boeing-70 Aircraft in Airy Lockheed Tristar

972. SHRI NITYANANDA MISRA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have decided to replace

Boeing-707 aircraft in Air India by the Lockheed L-1011 Tristar;

(b) whether it is also a fact that the manufacturing company of Lockheed L-1011 Tristar itself is undecided whether to continue with the production programme of this aircraft because several other carriers operating the Lockheed L-1011 Tristar are disposing them of in preference to more fuel-efficient aircraft;

(c) if so, what are the reasons for inducting such a new family of aircraft by Air India;

(d) whether it is also a fact that with the induction of such a new type of aircraft i.e. Lockheed L-1011 Government would require heavy investment for building up separate infrastructural facilities; and

(e) if so, the steps Government propose to take to go in for more fuel efficient aircraft?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) The proposal of Air India for acquisition of Tristar aircraft is under consideration.

(b) and (c) This matter has been brought to the notice of the Government and due consideration will be given, before a final decision is taken.

(d) and (e) All relevant factors relating to this proposal will be considered before taking a final decision.

Agreements with Foreign Countries for Investment in India

973. SHRI NAWAL KISHORE SHARMA: Will the Minister of FINANCE be pleased to state:

(a) the details of the agreements signed with foreign countries during the last three months ending 15th November 1981 for investments in India; and