

As a result, a large number of possible hydrocarbon bearing structures have been delineated. After testing, 25 structures have been found to be oil bearing and 6 gas bearing. The total recoverable reserves in these areas, prior to commencement of production, were 108.66 million tonnes of crude oil and about 25,000 million cubic metres of natural gas. The Commission by the end of 1973 had produced a total of 30.24 million tonnes of crude oil and sold 2,642.17 million cubic metres of natural gas. During the Fifth Five Year Plan the Commission expects to produce a total of 34.12 million tonnes of crude oil

In the off-shore areas, drilling is at present going on at the Bombay High structure where there has been indication of presence of oil. Additionally, to expedite exploration on Indian continental shelf areas, negotiations with certain foreign parties are in progress. ONGC has also placed an order in USA for a seismic ship equipped for undertaking Marine Geophysical Surveys.

Joint Stock Companies and their Paid-up Capital

2782. SHRI MUKHTIAR SINGH MALIK : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the number of Joint Stock Companies, both public and private, and their total amount of paid-up capital at the end of the year 1973; and

(b) the total amount of paid-up capital invested in Government undertakings by large Industrial Houses at the end of 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) As on 31-3-1973, there were 34873 companies limited by shares registered under the Companies Act, 1956 having an aggregate paid-up capital of Rs. 5345.1 crores. Of these, 6841 were public limited companies and 28032 were private limited companies. Their paid-up capi-

tal respectively was Rs. 2059.0 crores and Rs. 3286.1 crores.

(b) Information is being collected and will be laid on the Table of the House.

Proposal to regulate working of Foreign Pharmaceutical Companies

2783. SHRI MUKHTIAR SINGH MALIK : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government propose to regulate the working of the foreign pharmaceutical companies; and

(b) if so, the broad outlines of the proposal ?

THE MINISTER OF STATE IN MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Government have reviewed the Industrial Policy in 1973 and as a result thereof the Drugs and Pharmaceuticals industry has been included in the list of industries in which the foreign concerns and subsidiaries and branches of foreign companies are eligible to participate. Their investment applications will be considered as per guide lines on the dilution of foreign equity and will also be examined with reference to technical aspects, export potentialities, etc. The imports of drugs and intermediates are being regulated on an increasing scale by canalisation through STC with a view to ensure that such items are not purchased at high foreign countries including parent organisations. The import of raw materials is allowed to small companies having a turnover of less than Rs. 1 crore, on a higher scale than to the larger units. This measure will help build up the small scale sector. Applications from foreign companies for grant of industrial licences for formulation activities are generally not favoured unless coupled with proposals for production of bulk drugs. They are also generally bound

down to supply a substantial portion of their bulk drug production to non-associated formulators which is also expected to help growth of the Indian sector.

Revision of Estimated Cost of Kosi Project

2784. SHRI MUKHTIAR SINGH MALIK : Will the Minister of IRRIGATION AND POWER be pleased to state-

(a) the cost of Kosi Project estimated originally; and

(b) the number of times the estimated cost was revised, the final cost estimated and reasons for the revision in the cost of the project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) The Kosi Project was originally estimated to cost Rs. 44.76 crores

(b) The estimate was proposed to be revised by the State Government four times, but no revised estimate has been sanctioned so far:

The cost of the latest revised estimate (1972) is Rs. 111.64 crores. The main reasons for revision in the estimated cost of the Project are:—

1. General rise in the cost of the materials, land and labour wages over the period;
2. Construction of water courses upto 1 cusec
3. Additional distributaries from the main canal;
4. Extra expenditure on flood protection and anti-erosion measures;
5. Construction of additional bridges, and
6. Construction of silt ejector and silting basin.

रायपुर-राजिम-धनतरी (मध्य प्रदेश) छोटी रेल लाइन का विस्तार

2785. श्री श्रीकृष्ण अन्नवाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दक्षिण-पूर्व रेलवे में रायपुर-राजिम-धनतरी (मध्य प्रदेश) छोटी रेल-लाइन के विस्तार

71 LSS/73—6

के बारे में सर्वेक्षण किया गया है और क्या सरकार ने इसे अपनी मंजूरी दे दी है।

(ख) क्या वहां निर्माण कार्य शुरू नहीं किया गया है, और

(ग) यदि हा, तो इसके क्या कारण हैं और कार्य प्रारंभ करने के बारे में क्या कार्यवाही की जा रही है?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) :

(क) से (ग). प्रनाथप्रद शाखा लाइन समिति की विचारणा के प्राधार पर रायपुर-राजिम-धनतरी छोटी लाइन खंड को बड़ी लाइन में बदलने के लिए यानायात सर्वेक्षण किया गया था और रिपोर्ट की जाच की जा रही है। रिपोर्ट की जाच हा जाने तथा उसके परिणाम मान्य हो जाने के पश्चात् इस लाइन के बदलाव के संबंध में विचार किया जायेगा। लेकिन रायपुर-राजिम-धनतरी छोटी लाइन का विस्तार करने का कोई विचार नहीं है।

मध्य प्रदेश के उत्तरीमगढ़ क्षेत्र में यात्री तथा मालगाड़ी सेवाएँ

2786 श्री श्रीकृष्ण अन्नवाल क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दक्षिण-पूर्व रेलवे के अंतर्गत मध्य प्रदेश के उत्तरीमगढ़ क्षेत्र में, जापान को निर्यात किये जाने वाले रकबे लाहरे की क्लार के लिये उपलब्ध मालगार्थ सेवा के अलावा अन्य किसी भी प्रकार की यात्रा गाड़ी और मालगाड़ी भरा का व्यवस्था नहीं है

(ख) यदि हा, तो इसके क्या कारण हैं, और

(ग) क्या इस क्षेत्र के पिछडेपन को ध्यान में रखते हुए इस रेल मार्ग पर यात्री गाड़ी और माल गाड़ी सेवा खाल करने का सरकार का विचार है और यदि नहीं, तो इससे क्या कारण हैं?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) : (क) दक्षिण पूर्व रेलवे के कोटायालासा-किरदल खण्ड पर हम समय बॉटं गवारी गाड़ी नहीं चलती।

(ख) और (ग). इस लाइन पर एक सिन्धी-जुली यात्री एव माल गाड़ी चलाने के प्रस्ताव