

tal District should be declared as Backward district; and

(e) if so, the action taken by Central Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) to (c). Information has been asked from the State Government and will be laid on the Table of the House when the same is received.

(d) Yes, Sir.

(e) The Government of India have declared the whole Pudukkottai district as backward for making it eligible for concessional finance from the financial institutions.

#### Expansion of Talchar Thermal Power Station

8928. SHRI D. K. PANDA: Will the Minister of ENERGY be pleased to state:

(a) whether Government have decided to go forward with the expansion programme of Talchar Thermal Power Station; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) and (b). Extension of the Talchar Thermal Power Station with 2 units of 110 MW each has already been sanctioned and the work is in progress.

#### Development of Hilly Areas

8929. PROF. NARAIN CHAND PARASHAR: Will the Minister of PLANNING be pleased to state:

(a) whether a Committee of the National Development Council had identified the Hill areas and stressed

the need to pay special attention to their development in 1966;

(b) if so, whether any priority has been given in the plans to the sanction of the new Railway Lines in the Hill States of Himachal Pradesh, Jammu and Kashmir, Meghalaya, Manipur, Tripura, Nagaland, Arunachal Pradesh, Mizoram and the hill regions of other States so as to provide the necessary infrastructure for industrial development;

(c) if so, the names of the Railway lines which have been sanctioned or constructed since 1966 to date; and

(d) whether the new Railway lines on which the construction work had been inaugurated in these States would be given priority in the matter of allocation of funds for early completion?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) Yes, Sir. A Committee of the National Development Council had identified the hill areas and stressed the need for special attention to their development in March, 1965.

(b) In considering new railway line project which involve large capita outlays, priority is generally given to such lines which are task oriented and connected with core sectors of the economy, like iron ore, coal, steel etc. Besides taking into account their traffic and financial justification, the role of the railway line projects in improving transport facilities in hilly or backward areas, is also considered.

(c) and (d). In recent years, the following new railway lines and gauge conversion projects have been approved which are expected to improve accessibility to hill areas:

(i) Construction of Jammu-Kathua BG railway line.

- (ii) Construction of Rampur-Kathgodam BG line.
- (iii) Construction of Bongaigaon-Gauhati line from MG to BG.

The construction of Jammu-Kathua BG railway line has already been completed and opened to traffic.

#### Durgapur Project for Manufacture of Tyres

8930. SHRI N. K. SANGHI: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the Central Government have asked the Government of West Bengal not to go ahead with the Durgapur project for manufacture of tyres because a foreign firm Dunlop has refused to provide the necessary technical know-how;

(b) whether the foreign tyre manufacturing companies in India are under obligation to share their know-how with the Indian entrepreneurs for development of the tyre industry in the country; and

(c) if not, on what basis the continuance of such foreign companies is justified and how long we have to depend on these foreign companies for acquiring the know-how and the reasons for our failure to develop them already?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. PAD): (a) and (b). No, Sir.

(c) With a view to reducing the monopoly of existing foreign companies in the production of automobile tyres and tubes, several Indian firms have been issued industrial licences/letters of intent for the establishment of new undertakings/substantial expansion for the manufacture of automobile

tyres and tubes with foreign collaboration. In all such foreign collaboration cases, the Indian parties are required to make provision in the collaboration agreement for sub-licensing the technical know-how to other Indian parties. The terms of sub-licensing will, however, be as mutually agreed to by all the parties concerned including the foreign collaborators and subject to the approval of Government. During the currency of the collaboration agreement, the Indian parties are also required to develop and set up their own design and research facilities so that continued dependence upon the foreign collaborator beyond this period will not be necessary.

#### Disinvesting State Holdings in Joint Sector Companies

8931 SHRI S. R. DAMANI: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) the broad features of instructions issued to State Governments to disinvest their holdings in joint sector companies promoted by the State Industrial Development Corporations and other promotional institutions; and

(b) the reasons for this policy and how it will help to promote industrial growth?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. P.A.): (a) and (b) With a view to facilitating State Industrial Development Corporations and other promotional corporations to rotate their funds in the interests of further industrial development, instructions were issued to State Governments that Government of India will have no objection to the disposal of their holdings in companies promoted by them, if they so desire subject to the following conditions:—