

more than 15 years service at the time of confirmation ;

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-1221/68*]

(b) No, Sir.

(c) Does not arise.

(d) The officers mentioned in the statement referred to above were granted the privilege of free passes on account of an *ad hoc* decision taken by the Government, as a special case, in view of the fact that these officers would make their Railway experience available to the Lok Sabha Secretariat.

Paper Plant in Tripura

10018. **SHRI MANIKYA BAHADUR** : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether in view of the fact that Tripura is a major bamboo growing area, the National Industrial Development Corporation Ltd., had recommended the setting up of a Paper Plant in the Public Sector with a capacity of 50 ton a day as early as April, 1965 ;

(b) if so, the reasons for the delay in arriving at a decision ;

(c) whether in view of the economic and industrial backwardness of the border areas of Tripura, a scheme for the setting up of a paper plant in the State is being included in the Fourth Five Year Plan as a Priority Project ; and

(d) if so, the allocation being made under the Plan for the purpose and the nature of priority being accorded to the project ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The National Industrial Development Corporation have prepared a feasibility report for a paper Mill in Tripura, wherein they have indicated the possibility of the establishment of a Paper Plant with a capacity of 50 tonnes a day.

(b) and (c). The Paper Industry is a highly capital intensive industry and a Paper Plant of a capacity of less than 100 tonnes a day, particularly after devaluation of Indian Rupee, is not considered a viable unit. Moreover the paper plants of capacity of 100 tonnes or more located in Tripura and such other places will have to market their products in far off consuming centres involving considerable Transport Charges, which will make it difficult for them to compete with the products of the Mills nearer to the consuming centres. Even if some method were found to surmount this difficulty, the question of the establishment of a paper project in public sector in Tripura will have to be thought of in relation to the overall programme of development of Eastern Region, within the financial resources that may be available.

Railway Lines in Tripura

10019. **SHRI MANIKYA BAHADUR** : Will the Minister of RAILWAYS be pleased to state :

(a) the average area and population whose needs are catered per kilo-meter length of railway lines in each State and in the country as a whole and how these figures compare with the corresponding figures for Tripura ;

(b) whether it is a fact that railway communication in Tripura is at the lowest level in the whole of the country and if so, the reasons therefor ;

(c) the criteria for allotment of funds for laying of new lines and for extension of existing ones under the Fourth Plan ; and

(d) whether the case of Tripura for extension of small existing line at least upto Agartala does stand the test for allotment of funds under the next Five Year Plan, and if not, in what respects Tripura's case falls short of the requirements ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The route kilometres of railway lines per thousand square kilometres of area and per lakh of population for all railways put together are 18.03 and 11.84 respectively,